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PACIFIC FISHERMAN

JANUARY
1951

A Miller Freeman Publication

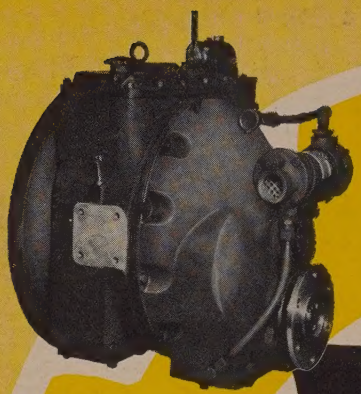
TWENTY-FIVE CENTS

JAN 23

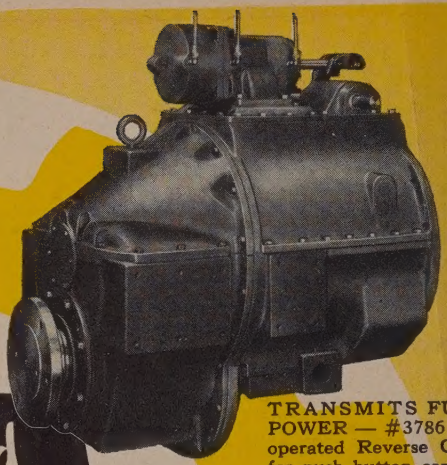
1912

A NEW YEAR—
A NEW GENERATION

Spawning Sockeye Salmon Pairing Two-by-Two Over The Spawning Gravels of



SIMPLIFIES CONTROLS — #3757 Hydraulic Gear for fingertip control. Normal capacity 190 h.p. at 1800 rpm. The clutches are self-adjusting in forward and reverse. Oil system is completely independent from engine. The herringbone reduction gears provide ratios up to 4.4:1, with left or right-hand rotation.



TRANSMITS FULL POWER — #3786 air-operated Reverse Gear for push button control from one or more stations. For flywheel drive, it transmits full power through the cone type clutch, and operates with splash or pressure lubrication from the engine. Reduction ratios are from 1:1 to 3:1.

Preferred for Performance

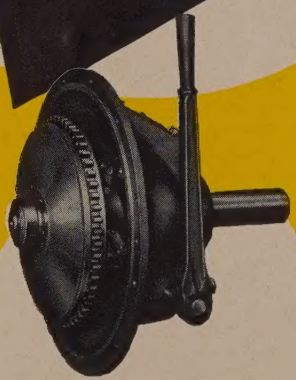
these

SNOW-NABSTEDT

dependable products

MINIMIZES SPACE NEEDS — #3706 for high-speed air-cooled and water-cooled engines from 4 to 15 h.p. This gear has a wet type, disc clutch. Helical type reduction gear is optional. Gearing is straddle-mounted on ball bearings.

SAVES MANPOWER — #1041 Power Take-off Clutch is supplied with S.A.E. #2 and #3 bell housing and is adaptable for gasoline engines rated at 85 h.p. and diesels of 65 h.p. at 1200 rpm. Output shaft length and diameter are optional.



LONGER CLUTCH LIFE — Series #3745 to #3766. Clutches are spring-loaded, double cone non-metallic lined, and operate in oil, transmitting 100% engine speed. Detachable herringbone reduction gears provide ratios up to 4.4:1. Either right or left-hand rotation.

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as advertised in PACIFIC FISHERMAN

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PACIFIC FISHERMAN

A Miller Freeman Publication

Vol. 49 No. 1

JANUARY, 1951

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Let Fisheries Serve As They Can Serve Best

The Pacific fishing industry has measured up to military crisis before. It has met without stint the demands made upon it for food, produced from the high seas and even in contact with the enemy.

The Pacific fishing industry again will meet whatever demand America must make upon it. There will be no holding back by the fishermen who catch the fish, the packers who prepare the food, the distributors who put it where it will serve best the cause of free men.

The Pacific fishing industry asks no special favors if American free institutions must be laid aside temporarily in order that our military might may be marshalled quickly and in full measure.

The fisheries ask only that they be permitted to serve as they can serve best—that they be not handicapped by blunderers and controlled by caprice.

You cannot catch fish without boats, and men to man them; without nets and ropes, and men to haul them; without hooks and steel and oil. You cannot pack fish without cans and machines, and men and women to keep them running.

There is food in the sea, but to get it requires a full fleet, effectively manned, efficiently equipped.

This time let there be no Ickes bulling about, with one breath lashing the industry to greater production, and with the next castigating the fishermen as "greedy" in their efforts to catch more fish with which to meet his demands.

This time let there be no political panders clothed with authority astronomically outstripping their abilities.

If controls must come, let them be applied by honest, intelligent, objective men, familiar with the fisheries and with how the fisheries can serve efficiently the national need.

1951 Sockeye Proposals

Proposals for the Fraser River Sockeye season of 1951, as submitted to the advisory committee by the international commission call for:

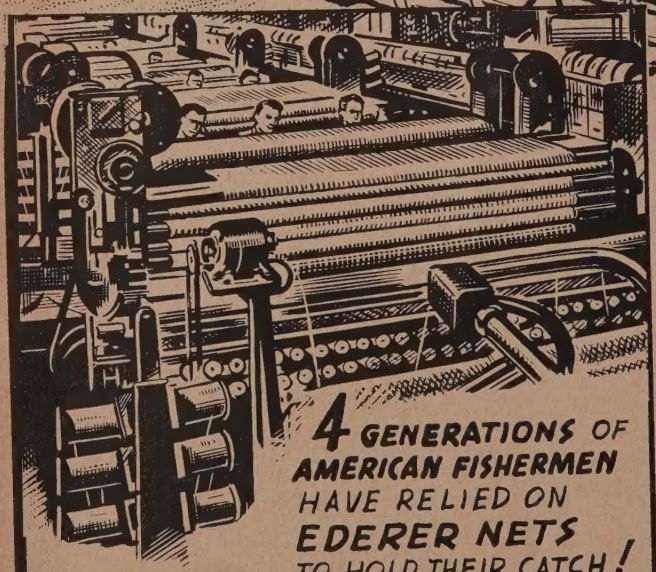
1. Opening of the season at 4 a.m., July 2, for Americans, and four hours later for Canadians.
2. Weekly closure from midnight Thursday to midnight Saturday *in offshore waters* until Aug. 25.
3. Weekly closure of 48 hours for American gear.
4. Weekly closure for Canadians of 72 hours *inside* Bonilla Point and 96 hours *outside* until July 15, when closures become 48 hours and 72 hours respectively.

In announcing the proposals, Senator Thomas Reid, chairman, said equal division of the catch in the 1951 cycle had always been difficult, and that in 1947, the cycle year, the American fishermen got only 20% of the catch.

The Cover Picture

The remarkable picture on the cover of this issue was taken by a staff member of the Fraser River Sockeye Salmon Enterprise conducted by the International Pacific Salmon Fisheries Commission. It was taken in the Adams River system Oct. 16, 1950, and shows a fragment of the spawning escapement secured by rigorous fishing closure in spite of the disappointing run of 1950.

FISH TRAPS on the CONGO



4 GENERATIONS OF AMERICAN FISHERMEN HAVE RELIED ON EDERER NETS TO HOLD THEIR CATCH!

THIS PRECISION EQUIPMENT PLUS REPEATED TESTING IS YOUR GUARANTEE OF HIGHEST QUALITY IN **EDERER NETTING.**

WILLOW BASKET TRAPS ARE USED TO CATCH FISH IN THE RAGING **CONGO RIVER** AT STANLEY FALLS. THE AFRICAN FISHERMAN SPENDS **WEEKS** MAKING HIS TRAPS, USING THE SAME METHODS AND MATERIALS AS HIS PEOPLE DID CENTURIES AGO.

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say the **SARDINE SISTERS**

Always TOP QUALITY, Continental cans are clean, bright, and tight. Our plants are strategically located to give you the KIND OF SERVICE YOU WANT.

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Quality Always

FOR many years, the canned salmon industry has utilized its resources to give consumers a better product, constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

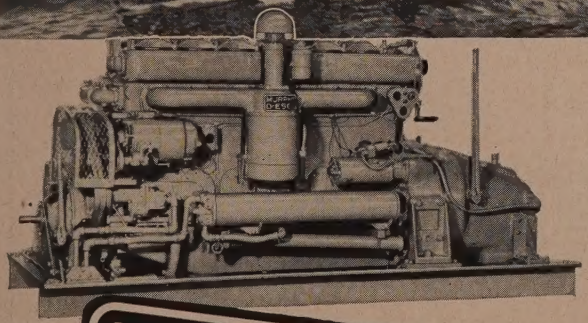
PACIFIC AMERICAN FISHERIES, Inc.
South Bellingham, Washington
"Quality Always"

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

Our best salesmen

are the MURPHY DIESELS in service!

The "Duchess," a power scow owned by Kadiak Fisheries Co., Seattle, is powered by a 135 H.P. Murphy Diesel.



IF you'll look into the engine rooms of the best performing boats in the Pacific Northwest harbors, you'll see why we say, the Murphys in service are our best salesmen. From the day the first Murphy was installed in this area its economy, dependability and long life has sold one boat owner after another on the advantages of Murphy Diesel Power.

Before you power a new boat or repower an existing one, ask other Murphy owners about their experience . . . and for full details on the Murphy Diesel ask your dealer or write for a copy of the booklet, *"10 Questions to Ask a Diesel Engine Salesman."*

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MURPHY DIESEL COMPANY

5301 W. Burnham St., Milwaukee 14, Wisconsin

Heavy duty power for fishing

Murphy Diesel marine propulsion engines and auxiliaries are made in sizes from 90 to 190 H. P.; marine type generator sets from 60 to 133 K.W.

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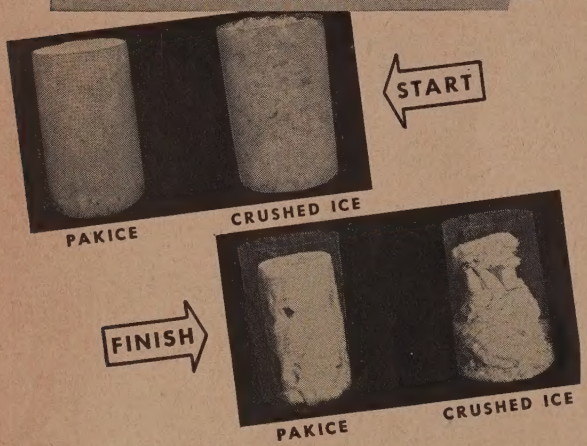
SEATTLE 7, WASHINGTON—Alaska-Pacific Supply Co., 2412 Market St.
VANCOUVER, B.C.—Lipsett Engine & Mfg. Co., 1315 Powell St.

Here's visible PROOF of Vilter PakIce Superiority



VILTER PAKICE lasts longer—cools better — costs less to make—*triples* savings for you

● The actual photographs you see above show what happened after a 22-hour test in a 70° room. Of 261 pounds of PakIce, 134 pounds remained. Of 316 pounds of crushed ice, 118 pounds remained. Fifty-five less pounds of PakIce started the test, while 16 pounds more PakIce finished this milk cooling test.

More than that, you can see that the PakIce held its shape better, didn't collapse to leave the milk unprotected. Indeed, PakIce forms an insulating, protective blanket that adds measurably to the cooling effect.

Perhaps best news of all is that you make PakIce yourself, as you need it, in the compact Vilter PakIcer. Ice costs with the Vilter PakIcer are far less than purchased ice, and the advantages of Crystalform PakIce result in further savings. Ask your Vilter representative to show you how much you can save by using Vilter PakIce.

Vilter

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Keep in touch . . . use Ship Telephone Service

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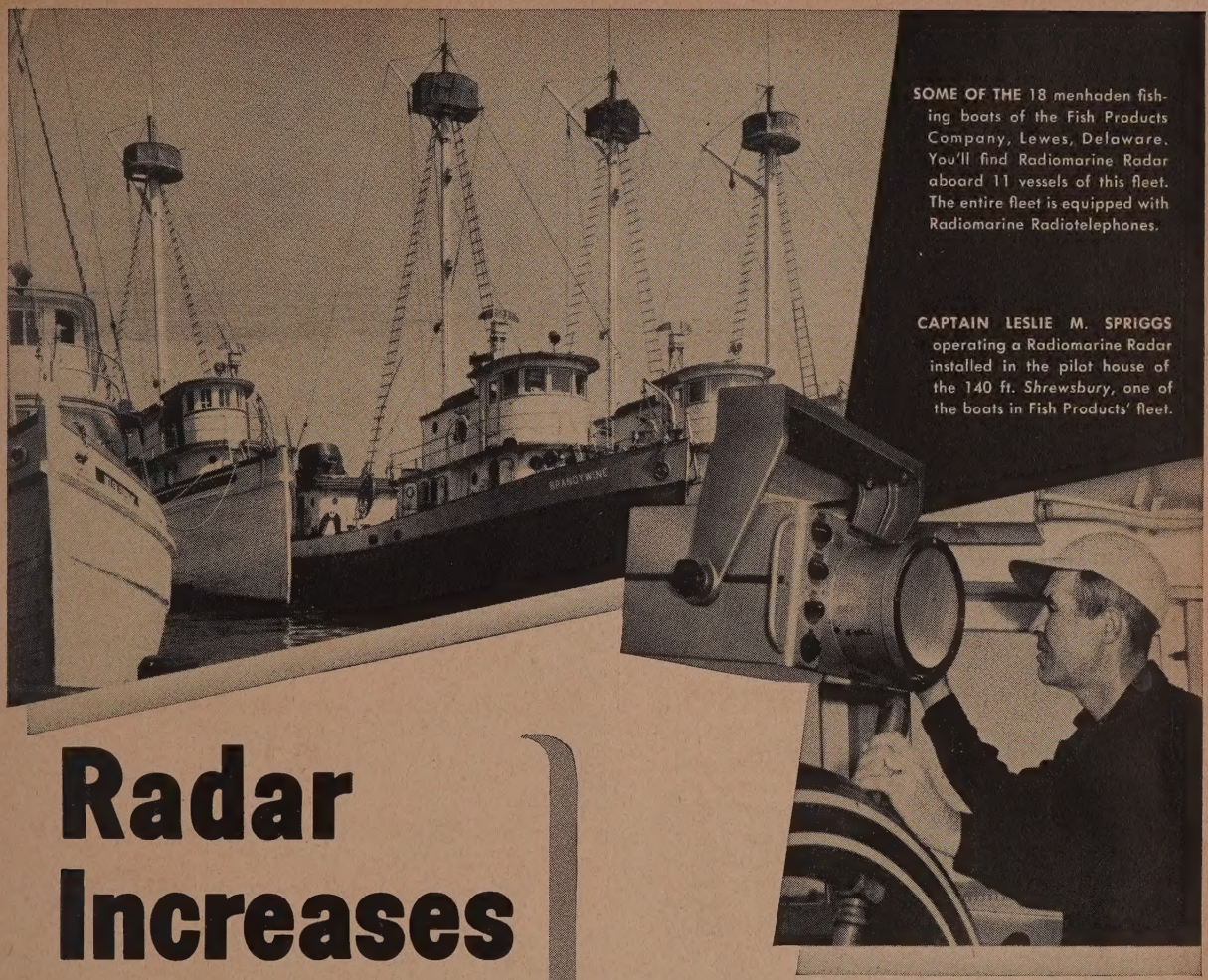

SOME OF THE 18 menhaden fishing boats of the Fish Products Company, Lewes, Delaware. You'll find Radiomarine Radar aboard 11 vessels of this fleet. The entire fleet is equipped with Radiomarine Radiotelephones.

CAPTAIN LESLIE M. SPRIGGS operating a Radiomarine Radar installed in the pilot house of the 140 ft. *Shrewsbury*, one of the boats in Fish Products' fleet.

Radar Increases Earnings

for menhaden fishermen

CAPTAIN LESLIE M. SPRIGGS of the *Shrewsbury* says: "With Radiomarine Radar we avoid delays caused by bad weather. We save time and increase our earnings by getting out to the fishing grounds and back to the processing plant despite fog, rain, snow or darkness.

"I can make a quick and accurate check of the position of my purse boats in all kinds of weather... direct vessels heading into the catch to steer a course away from the seine net... detect approaching storms and prepare to protect my fishermen and the catch."

During a recent 24-hour run to and from the fishing grounds, Captain Spriggs and the crew of the *Shrewsbury* returned to port with a record catch of 600,000 menhaden (200 tons). "Our Radiomarine radar-equipped boats," says Captain Spriggs, "are the most profitable in the fleet.

"I can always depend upon Radiomarine to give quick action when service or maintenance check-ups are needed, so that I can make a fast turn-around."

Your vessels too... fishing craft, tugs, tankers, freighters, or passenger liners... can operate with greater safety and greater economy with Radiomarine Radar. Write for complete information.

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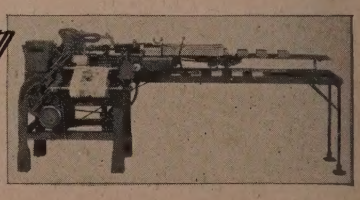

Show the fruit on the label

...as it looks on the table

That's the way to win sales and influence customers. Whet the appetite and you loosen the purse strings. Schmidt Direct Color vignettes do it. Talk with your nearest Schmidt representative.

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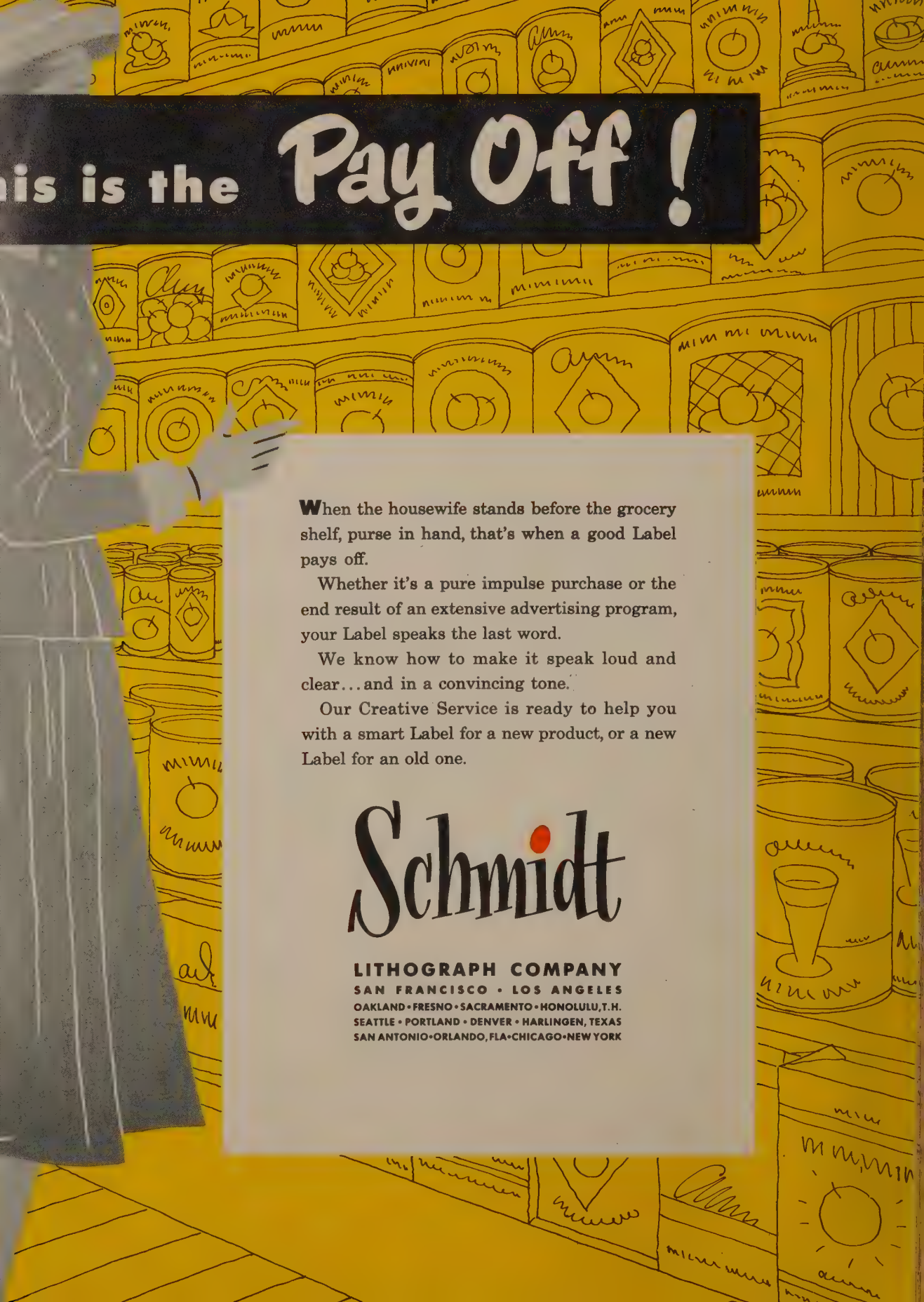

When the housewife stands before the grocery shelf, purse in hand, that's when a good Label pays off.

Whether it's a pure impulse purchase or the end result of an extensive advertising program, your Label speaks the last word.

We know how to make it speak loud and clear... and in a convincing tone.

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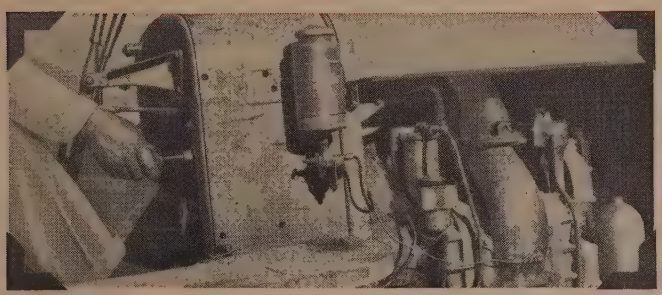
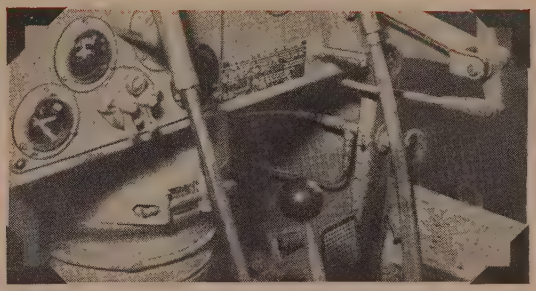
STANDARD ENGINEER'S REPORT

DATA

PRODUCT	Chevron Starting Fluid
UNITS	A. C. diesel engines HD-7 tractors
CONDITIONS	25° below zero weather—parked in open shed
EQUIPMENT	Permanent primer with atomizers on blower
FIRM	John W. Graves Heppner, Oregon

Engine starts on first turn at 25° below zero!





CHEVRON STARTING FLUID started this engine instantly every time during a severe Oregon winter, even when the tractor had been idle for several days in temperatures down to 25° below zero! John W. Graves, owner, says, "Power in the starter battery would last only for two or three revolutions of the engine, but Chevron Starting Fluid required only one turn to kick it off." With one or two strokes of the dash-mounted pump, fluid was forced from the storage tank (left center) into the "blower", before the starter button was pushed.

ATOMIZER NOZZLES, as shown on this diesel "blower", are also used to inject Chevron Starting Fluid into intake manifolds of gasoline engines. Complete primer equipment may be purchased from your fluid supplier. Chevron Starting Fluid comes in 3-pint cans, and capsules of two sizes—7CC's and 17CC's, packed 12 and 24 per can. It is approved by leading engine manufacturers.

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FREE BOOKLET gives you more facts on Chevron Starting Fluid—shows where it should be applied in different type engines. Write or ask for it today.

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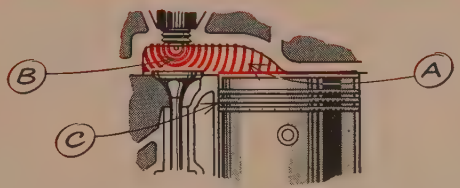

A. Atomizes in lowest temperatures and provides powerful, easily fired vapor in combustion chamber.

B. Pressure, or the weakest spark, fires mixture—turns engine and heats air for regular fuel mixture.

C. Contains lubricant and additives—prevent cylinder wear and ice formation in primer equipment.

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STANDARD OIL COMPANY OF CALIFORNIA

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INTERNATIONAL BOTTOM PAINTS do keep bottoms clean. They are therefore, bound to save on fuel bills. You as a boatman know that an ordinary coating of barnacles and grass can increase fuel consumption 10% or more. Furthermore, INTERNATIONAL Bottom Paints are lasting. They offer protection to the bottom and retain their antifouling properties far longer than ordinary paints.

There are several INTERNATIONAL Bottoms made to meet the various types of service and price limitations. Each is the outstanding paint of its kind. Send for color cards and price lists.

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NYLOCK* Netting (Specially processed 100% NYLON) more than pays for itself in a few short months

Read what MR. E. M. SIDDALL *of Earleejune Fish Co.–producers, packers and suppliers of fishing equipment–of Dunville, Ontario, Canada, says about his experience with* NYLOCK *nets:*

"Our Nylock nets cost more than ordinary nets to begin with, but in only a few months they have more than paid for themselves. Comparing them today with ordinary nets, we know we can look forward to measurably longer service.

Furthermore, since the Nylock nets do not have to be hauled out for drying our labor costs have gone down and our investment in extra nets has likewise dropped.

Nylock nets are not affected by red slime and, under normal conditions, they completely eliminate loss due to combustion."

6 ways Nylock Netting saves money for Fishermen

1. **Catches are bigger!** Consistent reports from fishermen reveal that NYLOCK nets pull in from 3 to 12 times as many fish.
2. **No drying!** NYLOCK can be kept in continuous service. One net does the work of three.
3. **No preservatives!** Saves you time, money, materials.
4. **Stronger, lasts longer!** Unaffected by mildew, fungus, oil, gasoline, etc.
5. **Lighter, easier to handle!** Takes less manpower and less horsepower to haul NYLOCK nets.
6. **Specially treated for sunlight resistance!**

For further information . . . write, wire or phone one of the following manufacturers who use NYLOCK Nylon exclusively for all their Nylon Fish Netting:

R. J. EDERER and subsidiaries–540 Orleans St., Chicago, Ill.–Unity and Elizabeth Sts., Philadelphia, Pa.

THE FISH NET & TWINE CO.–310-312 Bergen Ave., Jersey City, N. J.

MOODUS NET & TWINE INC.–Moodus, Connecticut

A. M. STARR NET CO.–East Hampton, Connecticut

JOSEPH F. SHEA, INC., Successor John S. Brooks, East Haddam, Connecticut

Be Sure to Specify NYLOCK When Ordering Your Nylon Netting

While the short supply of basic Nylon still curtails our production, NYLOCK should become increasingly available over the coming months.

SOLE DISTRIBUTORS:

BROWNELL & COMPANY, *Inc.*

–also manufacturers of Nylon Maitre Cord and Hanging Twine

Moodus, Connecticut

MANUFACTURED BY:

The **HEMINWAY & BARTLETT** *Mfg. Co.*

500 Fifth Ave., New York 18, N. Y.

* Trade Mark

THERE ARE FISH . . .

AND FISH . . .

BUT THERE IS ONLY ONE

Gold Medal Netting

Experienced fishermen know that Gold Medal Netting is the finest quality netting—that it *holds* the fish it catches. And that's why successful fishermen have depended on Gold Medal for well over 100 years.

Ask your supplier—ask your friends—they'll all tell you there's no finer netting made than Gold Medal.

GOLD MEDAL
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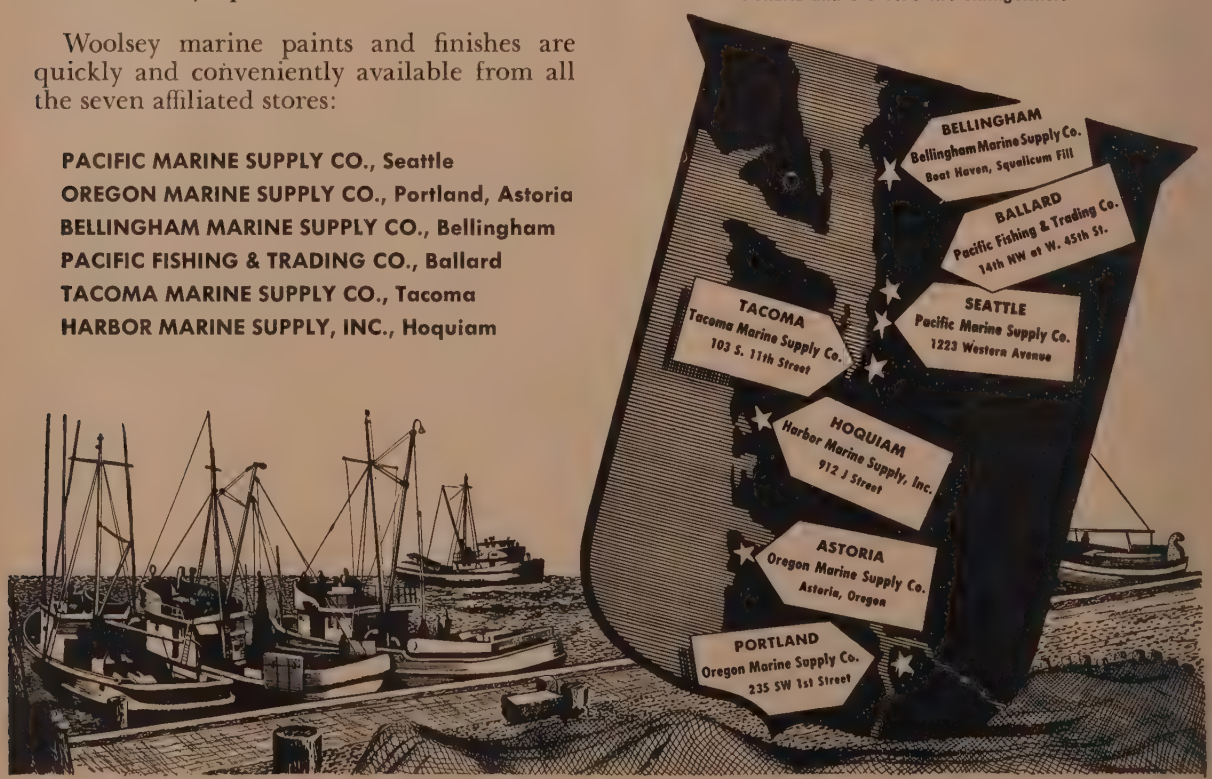


PACIFIC FISHERMAN JANUARY, 1951

PACIFIC FISHERIES CONFERENCE DEMANDS

A Sound, Realistic Treaty To Protect Fisheries and Safeguard Pacific Peace

Demand that future tensions and threats to the peace of nations arising out of exploitation of *developed* fisheries of the North Pacific be prevented by intelligent and realistic policies in the negotiation of treaties with Japan was voiced by Pacific Fisheries Conference, meeting at Seattle November 29.

The conference acted on a number of other problems, but foremost in its thinking stood unanimous concern lest the national rights inherent in ocean fisheries be ignored in negotiating treaties with Japan, and the way left open for exploitation which will endanger resources of incalculable value, and the peace of the Pacific as well.

The Pacific Fisheries Conference resolutions on the subject of treaty with Japan follows in full, with only the "whereases" and other formal language eliminated in the interest of emphasis:

1.
The developed fisheries of the Northeast Pacific Ocean are essential to the economy of the entire Pacific Coast.

2.
It is understood that some members of the Japanese fishing industry already are planning to enter these fisheries upon securing a peace treaty, unless deterred.

3.
It is believed that responsible opinion in Japan would favor a treaty which would provide for the Japanese staying out of our fisheries in return for our staying out of theirs.

4.
In 1937 and 1938, when Japanese fishing vessels entered the Bristol Bay salmon fishery, and later in the fisheries to the South, there arose such explosive incidents that the peaceful relations between Japan and this country were threatened and it was only in the face of world conditions that the Japanese Government acceded to our demand for the withdrawal of their vessels.

5.
It is a basic purpose of a treaty of peace to foresee and avoid situations which threaten the peaceful relations of the parties to it.

6.
There is adequate precedent for dealing with fishery matters in a treaty of peace.

7.
In the treaty of peace with Japan, or in a separate treaty to be concluded prior to or at the same time, suitable treaty provision should be made which will ensure that Japanese fishermen will stay out of the fisheries of the Northeast Pacific Ocean which have been developed and husbanded by the United States and the other countries of North America.

Just as the matter of the Japanese treaty was first in the thinking of the Pacific Fisheries Conference, so the delegates determined prosecution of the conference program to bring about intelligent action should be the first concern of the conference and its executive committee.

Immediately following adoption of the resolution, copies were telegraphed to Secretary of State Acheson, Secretary of Defense Marshall, Secretary of the Interior Chapman, heads of Senate and House foreign relations committees, and all Pacific Coast Senators, as well as Congress-

AT THE CONCLUDING SESSION OF THE PACIFIC FISHERIES CONFERENCE, NOV. 29.
Across the head table, left to right: Edward W. Allen, PFC vice chairman; (partly obscured) Dr. Raymond B. Allen, president, University of Washington; Miller Freeman, conference chairman; Milton E. Brooding, chairman, executive committee; Dr. W. M. Chapman, Department of State.

Near table, left side, front to rear: John Calise; Dr. W. F. Hampton, Harry Beard, Dr. E. D. Clark; right side: Dr. Carl Hubbs, John Real, Nick Mladinich, Dr. George P. Myers, L. K. Smith, Miss Reatha Lysons. At the far table, backs to camera: Charles Carry, in front of Dr. Chapman, and A. W. Anderson.

men particularly concerned with fisheries, and the delegates from Alaska and Hawaii.

Reaction of congressional leaders in support of the Conference position was instant and vigorous.

Officers are Re-elected

Following adjournment of the meeting, Miller Freeman, who was re-elected chairman of the Pacific Fisheries Conference, again named the executive committee, entrusted with authority to further the conference policies, as follows:

Milton E. Brooding, California Sardine Institute, chairman; Harold E. Lokken, Fishing Vessel Owners Association; Donald P. Loker, California Fish Canners Association; James Waugh, Cannery Workers Union, A. F. of L.; T. F. Sandoz, Columbia River Salmon and Tuna Packers Association.

Officers of the conference, in addition to Mr. Freeman, were re-elected as follows: Edward W. Allen, vice president; Montgomery Phister, secretary-treasurer.

In addition to the resolution dealing with the Japanese treaty, the Pacific Fisheries Conference adopted resolutions whose context can be briefed as follows:

Federal Fisheries Service

Reaffirming conference position that federal functions relative to fisheries and wildlife should be separated; that fisheries functions should all be transferred from the Department of the Interior to Commerce, or to a new department; and that fisheries should be in direct charge of an officer of assistant secretary rank.

Fishery Products Imports

Voiced "the strongest possible opposition" to any reduction in tariffs on any fish products under consideration at the Torquay conference.

That the Reciprocal Trade Agreements Act be not extended unless with a provision requiring Congressional approval of any agreements entered into.

That "in order to secure necessary and immediate relief for the fishery industry, import quotas properly related to domestic production and consumption should be established immediately."

"Point Four" Program

Pacific Fisheries Conference urged that great care be exercised to avoid depriving the fishery industry of the United States of needed trained personnel.

Also advocated that "any program of technical assistance in fisheries be only for the purpose of developing essential supplies of protein foods for domestic consumption in underdeveloped countries, and not for entry into world markets."

Trust Territories Government

The Conference favored establishment of a civil government composed of natives of the Trust Territories, under trusteeship of the United States, but strongly opposed granting of any tariff concession or other preference of any kind on fishery products produced in the Trustee Territories.

Priorities Defense Program

It was urged that the fishing industry again be declared an essential industry in the defense program, and that it be granted all wartime priorities, including manpower, transportation, and materials necessary for its operation at a high level; and that the government select as advisors and administrators of the fishing industry and its priorities well-qualified men from the industry.

Fish Products Purchasing

That the federal government

should increase purchases of fish and shellfish products for use of the armed forces; and that such products be included in supplies purchased for feeding foreign countries.

Columbia System Dams

The conference opposed erection of any more dams blocking salmon runs of the Columbia River system until all practical sites of the system which will not interfere with the salmon are fully utilized.

It specifically opposed construction of any dam on the Cowlitz tributary of the Columbia; and insisted that the Cowlitz be maintained as a sanctuary for the salmon.

T. F. Sandoz served as resolutions chairman of the conference. Subcommittees charged with studying and developing the several resolutions were:

Japanese Treaty—M. E. Brooding, chairman; Harold Cary, Frank Wright, Harold Grotle, Dr. R. C. Miller, Dr. W. D. Clark.

Imports, Point 4 and Purchases—Donald P. Loker, chairman; E. A. Ruthford, James Waugh, John Real, J. F. Jurich, John Hawk, J. T. Trixler, Anthony Sokolich, Maurice Rattray and C. R. Pollock.

Federal Fishery Service—H. E. Lokken, chairman; Aubin Barthold, Dr. Carl L. Hubbs, A. W. Wilde.

Defense Priorities—Harry R. Beard, chairman; John Plancich, John Calise, George P. Myers.

Water Resources—Anton Sorensen, chairman; Dr. Richard Van Cleve, W. D. Moore Jr., Dr. Boyd Walker, G. F. Boothby.

Conference with Japanese

In opening the Conference sessions, Mr. Freeman, who has served as chairman of the P.F.C. since its organization in 1946 as a federation of Pacific fisheries organizations at all levels, labor, the fleet, the operators, called upon Mr. Brooding, chairman of the executive committee, to report.

After reviewing the activities of the executive committee for the past year, Mr. Brooding brought his report down to the hour by reading a letter written Nov. 9 in which Mr. Freeman reported to Secretary of State Acheson on the Conference executive committee's meeting with three Japanese who are in this country in connection with fishery treaty matters.

The letter is reproduced in full on these pages.

Conference Attendance

Among those who attended the sessions of the Pacific Fisheries Conference, including official delegates, other members of organizations represented, and guests, were:

Edward W. Allen, vice chairman, P.F.C.; Dr. Raymond B. Allen, president, University of Washington; Aubin Barthold, Association of Pacific Fisheries; Harry R. Beard and G. F. Boothby, New England Fish Co.; Nick Bez, Association of Pacific Fisheries; Milton E. Brooding, California Sardine Institute; John Calise, Seine & Line Fishermen's Union, San Pedro; Charles R. Carry, National Canners Association; Harold F. Cary, American Tunaboat Association; Dr. W. M. Chapman, U. S. Department of State; Dr. E. D. Clark, Association of Pacific Fisheries; Miller Freeman, chairman of the Conference; Harold Grotle, Deep Sea Fishermen's Union of the Pacific; Dr. W. F. Hampton, General Foods Corporation; John Hawk, Seafarers International Union, A. F. of L.; Dr. Carl Hubbs, Scripps Institution of Oceanography, University of California; Charles E. Jackson, National Fisheries Institute; Joseph F. Jurich, Fishermen's & Allied Workers, International Longshoremen's and Warehousemen's Union.

Donald P. Loker, California Fish Canners Association; H. E. Lokken, Fishing Vessel Owners Association; Dr. R. C. Miller, California Academy of Sciences; W. D. Moore, Jr., Van Camp Sea Food Co.; Dr. George P. Myers, Stanford University; Montgomery Phister, California Fish Canners Association, secretary-treasurer of the Conference; John Plancich, Puget Sound Salmon Canners Association; Charles R. Pollock and Roy E. Wilson, Pacific Coast Oyster Growers Association; Maurice Rattray, Anderson & Miskin, Ltd.; John Real, Fishermen's Cooperative Association, San Pedro; E. A. Ruthford, Seattle Fish Exchange, Inc.; Anthony Sokolich, Fishermen's Union, San Pedro; T. F. Sandoz and Anton Sorensen, Columbia River Salmon and Tuna Packers Association; J. T. Trixler, Van Camp Sea Food Co.; Dr. Richard Van Cleve, University of Washington; James Waugh, Cannery Workers Union of the Pacific, A. F. of L.; Dr. Boyd W. Walker, University of California at Los Angeles; A. W. Wilde, representing E. T. Meakin, San Francisco Sardine Association; Frank Wright, Northwest Salmon Canners Association.

At the luncheon concluding the Pacific Fisheries Conference meeting, Seattle, Nov. 29. Head table, extreme upper left, M. E. Brooding and Dr. W. M. Chapman.

Large table, near side, reading front to rear: Mr. and Mrs. Anton Sorensen, W. E. Eardley, Roy E. Wilson, Charles R. Pollock, A. W. Anderson, Charles R. Carry. Far side, right to left: Nick Bez, Charles E. Jackson, Frank Wright, W. D. Moore Jr., E. A. Power, T. F. Sandoz, Milton James, Anthony Sokolich.

Officers and executive committee members of the Pacific Fisheries Conference at luncheon during dedication of the Fisheries Center, University of Washington. From left to right: James Waugh, Fish Cannery Workers Union; Miller Freeman, president of the Conference; T. F. Sandoz, Columbia River Salmon and Tuna Packers Association; Donald P. Loker, California Fish Canners Association; Milton E. Brooding, California Sardine Institute (partly obscured); Montgomery Phister, secretary-treasurer of the Conference. With H. E. Lokken, Messrs. Waugh, Sandoz, Loker and Brooding composed the Pacific Fisheries Conference executive committee, with Mr. Brooding as chairman.

Mature Fisheries and National Interest

A Fertile Field for Peace-Preserving Treaty Action

Thinking evident in the Pacific Fisheries Conference's strong position that future peace and good feeling between the United States and Japan calls for definite treaty provision for protection of national rights in mature fisheries was reflected in an address delivered by Edward W. Allen, vice chairman of the Conference, at the dedication of the new Fisheries Center of the University of Washington.

The dedication was held coincidentally with the meetings of the conference. Speaking at a symposium devoted to international relations and the fisheries, Mr. Allen declared in part that:

Presidential Policy Cited

"The presidential fishery proclamation of Sept. 28, 1945, supported the basic concept that some coastal fisheries should be fished only to the optimum, otherwise the future supply would be depleted.

"If a fishery is being so fished, no additional food supply will result but a valuable food supply will be decreased if additional fishing is permitted. Hence, where nationals of one or more nations have developed such a fishery to its optimum or beyond, it is an unjustifiable economic waste to permit nationals of other countries to invade such a fishery.

"On the other hand, where a coastal fishery has not been fully developed, so that it is not being fished to its optimum, then there is no justification for the coastal nation to object to nationals of other countries entering the fishery, providing always that they remain outside of territorial waters.

"The proclamation asserted that this country was willing to apply these principles upon a reciprocal basis.

"The most imminent international situation which confronts the fishing industry of the Pacific Coast is the matter of a Japanese fishery treaty.

"There are two types of philosophy in this country, both inside and outside of government circles. There are those who believe that it is neither isolationistic, unreasonable or immoral to maintain the integrity of American industry so that this country will really be able to give the world at large sound and effective leadership. Then there is the philosophy which apparently conceives that the way to create a happy world is to sacrifice American industry to foreigners.

"This latter type of thinking was well illustrated by the immaculate yonng man who said that it would be 'ungentlemanly' to negotiate a fishery treaty with Japan until the Japanese were in position to refuse to do so.

Reciprocity Can Be Either Amicable or Destructive

"The practical situation is that the Canadian and United States fisheries of this coast, sardines, herring, coastal tuna, halibut, salmon and others, are being fished to their optimum or more by the fishermen of these two countries. Intrusion of Japanese fishermen into these fisheries would not increase production on a continuous year-to-year basis. For their fishermen to come clear across the Pacific Ocean would only be possible because of their low standards of living and would, therefore, necessarily tend to reduce the standards of living of our own fishermen.

"The Japanese already have a greater fish poundage production out of their own coastal fisheries than we have from ours. Our prewar experience was that Japanese fishery operations were destructive and inconsistent with sound fishery conservation. The Japanese could substantially increase their own

coastal fishery production, if they would apply proper conservation measures.

"If they should come over and deplete our coastal fisheries, it would probably result in our own fishermen going across the ocean to raid the Japanese coasts, a reciprocity of the type that no one wants.

Respect for Mature Fisheries Sanctioned by Law

"The legal situation is that peace treaties historically have dealt with many subjects other than a mere paper peace. Japan itself in its two peace treaties with Russia of 1905 and 1925 specifically incorporated fishery provisions. There is nothing in international law to prevent any two or more nations from making treaties restricting fishing by their own nationals and vessels. There is nothing in international law to prevent Japan from entering into a perfectly simple yet effective and reciprocal treaty that, until otherwise agreed, its fishing vessels will stay out of the coastal fisheries of Canada and the United States and, in turn, these two countries will keep their fishing vessels out of Japanese coastal fisheries. *This can readily be done and should be done as a part of the peace treaty, or at the same time.*

"If the leading fishery nations bordering the Pacific Ocean take timely steps to avoid disputes in that most fertile field for conflict, coastal fisheries, other fields can be investigated with more deliberation and some treaty procedure can be evolved for dealing with the non-coastal fisheries as research may indicate necessity.

"It is announced in the press that a Japanese peace treaty is imminent. International law permits inclusion of provisions such as have been discussed, and there is nothing better that could be done to create that international good will across the Pacific that is destined by the citizens of Japan as well as by those of Canada and the United States. International law can and should facilitate such sound diplomacy.

"To neglect this opportunity is to court trouble and to threaten the future peace of the Pacific. International law can be misused to obstruct progress, but it can also be developed to keep abreast of world conditions and to promote world peace."

Report to Secretary Acheson on Talk with Japanese Spokesmen

PACIFIC FISHERIES CONFERENCE
November 9, 1950

The Honorable Dean G. Acheson
Secretary of State
Washington 25, D. C.

My dear Mr. Acheson:

In view of the announced policy, which I may say is greatly appreciated, that you will consult with representatives of the fishing industry of the Pacific Coast with reference to any fishery agreements with Japan, I feel it is only proper that I should report to you a conference which was held in San Francisco last Monday. I have just returned to my office; hence the matter was not reported sooner.

As you know, Pacific Fisheries Conference represents all elements of the American fishing industry of the Pacific Coast from Alaska to the Mexican border, including unions, vessel owners' associations, operators and others. The Chairman of the Executive Committee was approached by Mr. Susumu Nikaido, a member of the Japenese Diet and of its Fisheries Committee, and Mr. Tahei Iiyama, former Chief of the Fisheries Agency of the Japanese Government. In discussion with them, they expressed a desire to meet with representatives of the Pacific Coast fishing industry. Accordingly, a meeting was hastily arranged for these two gentlemen, together with Kenjiro Chikaraishi, Secretary of the Foreign Office of Japan, who had just arrived in this country, to meet with the officers and members of the Executive Committee of this Conference, all of whom were present with but one exception.

We entertained the three Japanese representatives at lunch and then invited them to express such thoughts as occurred to them. They brought up the subject of a probable fiisheries treaty between Japan and the United States, and a wholly informal discussion of the matter ensued.

In substance, the position of these three representatives appeared to be that they recognized the previous complete indifference upon the part of the Japanese fishing industry and Government to the cause of fishery conservation but intended to bring about a reformation in this respect. Nothing concrete was suggested by them, however, and the general reaction was that this thought was only a pleasant introduction.

These Japanese further expressed their desire to increase Japanese fishery production and, to that end, to be relieved of restrictions, but accompanied these thoughts with protestations of no *immediate* intention to invade this country's coastal fisheries.

Our reaction was that these protestations were exceedingly well guarded by the repetition of the word *"now,"* so that they should not be susceptible of any limitation on their future action.

Another reaction was that in spite of this position, these Japanese really anticipated that no treaty would be made without some very definite restrictions, reciprocal or otherwise.

In connection with the foregoing, Mr. Nikaido, who acted as interpreter and largely as spokesman for the three Japanese, made the statement that the Japanese industry had no present thought of entering the coastal fisheries of this country. His attention, however, was called to the fact that when the MacArthur Fisheries Mission visited Japan last year, the heads of the leading ocean fishing companies of Japan had all admitted a desire to enter the coastal fisheries of the United States at the earliest permissible opportunity, and Mr. Iiyama, upon being interrogated as to whether or not this was correct, admitted it was.

Mr. Nikaido expressed objection to a treaty which limited participation in coastal fisheries for a definite mileage, regardless of the extent and regardless of whether it were reciprocal, upon the ground that it might create an unfortunate precedent in connection with other fisheries in which his country is interested. However, upon being pressed for a specific answer as to whether or not the Japanese would be willing to enter some form of binding agreement to stay out of United States coastal fisheries regardless of the distance seaward to which they extended, if such agreement were reciprocal, Mr. Nikaido unequivocally answered that they would be willing to do so.

It should be noted further that during the course of the discussion with reference to their willingness to abstain (on a reciprocal basis) from the coastal fisheries of this country whatever distance they extended, the United States possessions and particularly the Hawaiian Islands were specifically mentioned, and it was understood that any such agreement would apply to all such possessions.

In this connection it was pointed out that American vessels are sufficiently large to operate in offshore Japanese waters and that if fishing conditions in American waters deteriorate, economic pressure here would result in American competition on the Japanese side of the Pacific hence that an agreement for each nation to keep its vessels out of the other's coastal waters would be reciprocal in fact.

To summarize, it was our impression that the Japanese are willing to enter into some kind of binding treaty or agreement, reciprocal in nature, whereby they would effectively bind themselves to abstain from the coastal fisheries of this country, including island possessions, to whatever distance there coastal fisheries extend, and that they anticipate some such treaty or agreement being made.

Respectfully yours,
Miller Freeman
Chairman.

Tuna Supply Runs Above 10 MILLION CASES

There were a lot of blunt pencils in Southern California last month as everyone connected with the tuna industry, packers, association officials and fishermen tried to determine the year's supply from all sources, including imports.

Another important question, as yet unanswered of course, was the carryover of canned tuna into 1951. There was a wide variance of opinion here, from 1,750,000 to 2,500,000 cases.

Conditions were not quite the same when 1950 ended as in other years. For example the six weeks' cannery strike at San Diego, which ended in November, piled up tremendous tonnages in port-held vessels and this slowed down later arriving vessels.

Thus, when December got under way, canneries were still struggling to draw level with raw tonnage. Although Van Camp Sea Food Co. was not affected by the strike, its huge San Diego cannery was slowed down in production by major plant improvements. The same condition obtained with High Seas Tuna Packing Co., which was closed for months during modernization.

Early Estimates Eased

The best estimates that could be obtained in mid-December were that San Diego could hardly produce more than 300,000 cases during December and that Los Angeles-Long Beach might not exceed 100,000 cases, due to the continued heavy run of sardines and mackerel there.

When the major tuna packers began issuing lay-up orders to their fleets as early as Nov. 1, estimates made in October had to be revised downward.

Latest figures available on imports of canned tuna, principally from Japan and Peru, would indicate the earlier import estimate of 1,500,000 cases would not be reached. The Pacific Northwest pack was estimated as high as 1,000,000 cases, including production from frozen imports. This figure too, may possibly be high, Southern packers thought.

Summing up the picture — confused as it was—gave for all of 1950: Grand total supply, all sources, 10,250,000 cases, divided as follows: Southern California, 8,100,000; Pacific Northwest, 900,000; imports, 1,250,000 cases.

Concerning the Carryover

Now, as to the carryover. An opinion has been expressed in tuna's high places that the country bought from first hands in 1950 around 9,000,000 cases. Whether that much was actually eaten couldn't be determined.

It is well known that when the housewife can find bargains on advertised tuna, such as the end-of-the-year campaign in seven western states on C & F tuna, which permitted it to be sold at 24c, retail, she is apt to stock up her pantry shelves.

Taking that arbitrary 9,000,000 cases as a yardstick, and adding 1,500,000 cases as 1950's carryover (many believe it was considerably less), this would leave 2,750,000 cases on the debit side, unsold. However, keen students of the industry refuse to believe the carryover as great as this. One puts his estimate at 1,750,000 cases.

Early 1951 Prospects Light

Regardless of such figures, the important question is: What are the prospects for early 1951? Tuna on the high seas in mid-December, estimated at 25,000 tons—possibly 30,000—would be strung out for delivery into February.

At the most this represented not much more than 1,000,000 cases, and with the fleets idled under yet-to-be-determined rotation sailings, very little "new" fish can be anticipated before spring.

Lent comes early this year — Ash Wednesday being February 7 — inventories will naturally be low over the country and, if the same situation occurs this year as last, there should be heavy buying during the initial three months which may, as it did in 1950, clean up the carryover.

Indicative of long-range planning by major packers was an announcement December 6 by Van Camp Sea Food Company at San Diego, withdrawing its notice to employees, November 29, of an indefinite layoff.

Southern Sardine Catch Hits New All-Time High

Southern California's sardine season, starting October 1, had passed the 200,000-ton mark before December was hardly begun, and the 245-vessel fleet was continuing to brail up to 6,000 tons daily as the third dark progressed. The 1949-50 season to Dec. 1 had only 93,000 tons. The Southern district's all-time high was 202,000 tons in the 1942-43 season.

Although there was continual talk of limiting the daily individual fares —and there was some of it—packers generally seemed reluctant to do so, in the probable belief there would be a world-wide market for a high-protein, low-cost food in 1951.

Certainly production to mid-December showed a tremendous pack, with reduction permits practically ignored to that time, and canners putting all raw fish possible into cans. Thus, by December 1 the season pack had climbed to over 3,000,000 cases, and more yet to come.

Naturally the fishermen and boat owners were happy about it, the fleet having earned $7,000,000 in two months. Were all vessels the same size—which, of course they are not —this meant an average vessel earning of $30,000, which is an indication of how profitable the season to that date had been for the high-production seiners.

While foreign demand—and particularly the Philippines — continue slow, and domestic sales were certainly not above normal, wholesale prices for the canned product was showing signs of firming in early December.

Southern California packers were pinning hopes on a revival of Philippine buying which could, should the dollars become available through an expected $25,000,000 U. S. loan, reduce inventories by at least 1,250,000 cases.

An indication of how packers were cramming cans with sardines is seen in official figures for October, in which 111,870 tons was received for canning; only 7,577 tons for oil and meal under permit. During October, the district, including Port Hueneme and Newport Beach, produced 2,035,072 gals. of sardine oil; 14,148 tons, meal.

The oval pack was slowing down due to the acute shortage of tomato souce, and would likely continue to the end of the present season, January 31. In October the oval pack was 568,643 cases, compared to the overall of 1,802,814 cases, but this practically normal percentage of the total did not carry through November's production.

On the fishermen's side, the Fishermen's Cooperative Association of San Pedro, representing a large percentage of the seiner fleet and 52 per cent of the catch, took no action, November 19, on a proposal to raise the price of raw pilchards from $35 to $40 per ton.

A. S. I. Prepares to Meet Complications of Crisis

Cognizant of increasing complications to be faced by an essential food-producing industry in an economy of crisis, members of the Alaska Salmon Industry, Inc., moved with unanimity to provide capable means for handling problems of industry-wide concern.

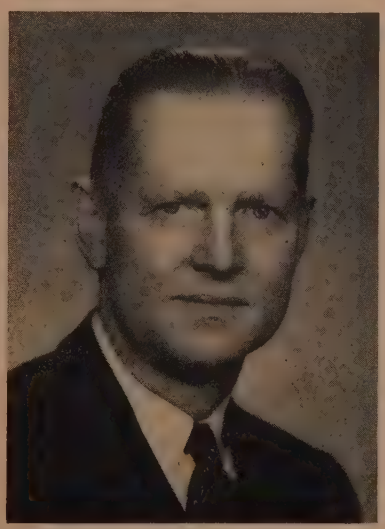
C. F. Johnson of the Port Ashton Packing Corporation was re-elected president. Other officers are Aubin Barthold, Alaska Packers Association, first vice president; Vance Sutter, Fidalgo Island Packing Co., second vice president; Leo Kreielsheimer, Kadiak Fisheries Co., secretary-treasurer.

Reports by Mr. Johnson, president, and W. C. Arnold, manager, reviewed the A. S. I. activities of 1950, but were particularly concerned with looking ahead to the problems and complications of industry-wide application which can be anticipated in 1951 as result of the impact of international crisis.

Without dissent, the meeting provided the means for the Industry's officers, directors and staff to cope with the problems of 1951, including the public relations of an industry so vital to the national food supply and economy of Alaska.

Alaska Salmon Industry, Inc., directors for 1951 were elected on a regional basis as follows:

C. F. Johnson, re-elected president of the Alaska Salmon Industry, Inc.



BRISTOL BAY — *Guy V. Graham,* Libby, McNeill & Libby; *Aubin Barthold,* Alaska Packers Association; *William B. Wootton,* Columbia River Packers Association.

PENINSULA *and* WESTERN — *Don Davis,* P. E. Harris & Co.; *E. E. Murray,* Alaska Pacific Salmon Co.; *S. G. Tarrant,* Pacific American Fisheries.

KODIAK ISLAND — *O. L. Grimes,* Grimes Packing Co.; *Leo T. Kreielsheimer,* Kadiak Fisheries Co.; *William Calvert,* Uganik Fisheries, Inc.

COOK INLET—*Vance Sutter,* Fidalgo Island Packing Co.; *Jack Lind,* General Fish Co.; *C. E. Anderson,* Alaska Seldovia Packers, Inc.

COPPER RIVER *and* PRINCE WILLIAM SOUND — *J. E. Most,* Copper River Packing Co.; *M. G. Brown,* Ellamar Packing Co.; *C. F. Johnson,* Port Ashton Packing Corporation.

SOUTHEAST ALASKA (NORTH)—*Oscar Bergseth,* New England Fish Co.; *Frank Wright,* Pyramid Fisheries Co.; *A. R. Brueger,* Farwest Wrangell Co.

SOUTHEAST ALASKA (SOUTH) — *A. W. Brindle,* Wards Cove Packing Co.; *H. B. Friele,* Nakat Packing Corporation; *Fred Gunderson,* Independent Salmon Canneries, Inc.

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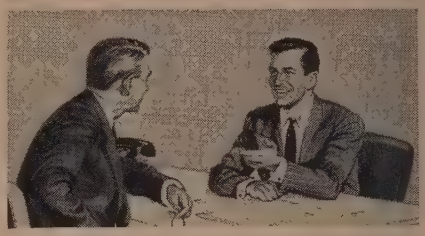
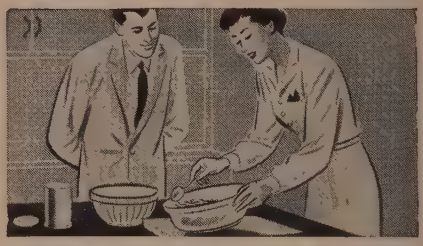
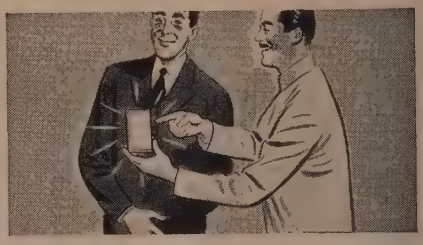


Lay out your plant for maximum efficiency . . . take advantage of the many valuable suggestions of Canco experts.

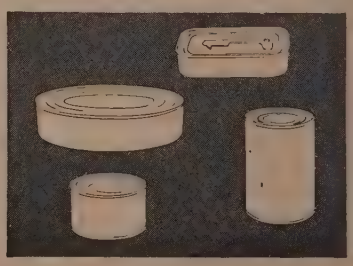


Canco's testing kitchen will suggest ways your fish products can be made more appealing to the public.



Recommend types of cans, lining, closures . . . advise you on all technicalities of processing.

Lithograph designing service by Canco merchandising, experts to help your product attract customers and sell faster.



Pete Sanfilippo, left, and his son, John, in the center, are partners with a second son, Sam, in the San Filippo Company. On the right is Gene Cunningham, superintendent of the cannery at Monterey.

Whole fish holding tanks in the San Filippo cannery at Monterey are seen in the upper left, above the battery of specialized machines for cutting "Smacklets."

Compact Canning Of a Specialized Sardine Product

Monterey's newest sardine cannery is also one of its most modern and compact, and is built for just one product—"Smacklets," tenderloin cuts of the center portion of sardines, packed natural style in 10-oz. No. 1 Eastern oyster or picnic cans.

"Smacklets" is a copyrighted trade name. The special cutting machines were patented a number of years ago and used by Benicia Food Products, Inc., at Benicia, Calif., before fire destroyed that plant.

These cutting machines are similar in part to conventional sardine cutting machines, with two vertical knives, cutting off the heads and tails of the fish, which are clamped in pockets as they meet the knife. However, there is a horizontal third knife which cuts off the fishes' belly, and thus removes most of the oil and the viscera, right to the backbone.

Thus, according to the producers of "Smacklets," and to Collins Bros., San Francisco, exclusive sales distributors of "Smacklets," the fish in the can have very little oil in them, and don't "repeat" on the person who eats them.

"Smacklets" are produced in the cannery of San Filippo Co., housed in the Magnolia Packing Co. plant, leased from the estate of the late Angelo Lucido, on Monterey's Cannery Row. The plant is 25′ wide and 200′ long, but instead of being cramped, it is compact.

Fish going into the special "Smacklet" cutting machine. The fish are cut to uniform length by the knives shown. A horizontal knife, not visible, cuts off the belly to the level of the blocks in the chain, removing the viscera and excess oil.

Cut fish get their final washing in this holding tank from which they are being flumed to the packing tables, where they are filled into the cans.

San Filippo Co. is a partnership consisting of Pete Sanfilippo and his two sons, Sam and John. Sam is general manager, while John and their father Pete help with the management of the company.

The Sanfilippo family is well known in Monterey, Pete having been a prominent boat owner, formerly owning the purse seiners *Virginia* and *Virginia II*. Gene Cunningham, an old timer in the California canning industry, is plant superintendent.

A number of years ago the Sanfilippo family and others purchased Benicia Fisheries from the late Paul Wetmore, and operated that plant as the Benicia Food Products Co., until it was burned.

The "Smacklet" cutting machines were among some of the equipment saved, and this season were moved down to Monterey and the cannery in the Magnolia Packing Co. was set up. Offal is reduced in a neighboring fish reduction plant.

Fish are received the same way at the San Filippo plant as they are in other Monterey canneries, from a hopper offshore, and pumped with a 10″ pump into steel receiving tanks with a capacity of 50 tons.

The cutting machines are placed

right in front of the fish holding tanks, and fish are flumed out so they can be easily placed in the cutting machine pockets by the cutters. A flume running in front of the cutting machines takes the cut fish to the cut fish tank elevator. This elevator, using wire mesh belt, lifts the fish into another flume, where it is automatically washed before going into the cut fish tank. These tanks are also fitted with sprayers which again wash the fish, so that it is a thoroughly clean piece of fish which finally winds up in a "Smacklet" can.

The cut fish, as they leave the bottom of the cut fish tank to go to the 45′ long stainless steel packing table, get still another washing.

American Can Co. cans are distributed by an Albertoli can distributing system, and as they leave the can loft a 40-gr. Scientific salt tablet is put in each can by a Scientific Tablet dispensing machine.

Cans are packed by hand — five "tenderloins" to a can. No water is added. The cooking in the retort brings out the natural juices of the fish, minus most of the oil.

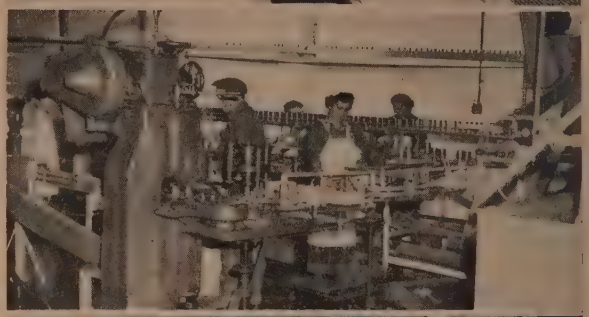
Just before the packed cans go to the American Can Co. clincher, they are inspected for quality and workmanship. From the Canco clincher, the cans go through American Can Co. washer which uses steam and hot water, then through an American Can Co. vacuum closing machine. The clincher is run at a speed of about 90 cans per minute, and the closing machine at 100 cans per minute.

The cans are dumped into retort cars, and taken to the two retorts, which have a capacity of six cars each. In the retorts the fish is cooked for 90 minutes at 242° F.

Steam is furnished by a 150-hp boiler. Carton labels are used on the cans, and the cans are packed in Longview Fibre Co. cases, after being labeled on a Burt labeling machine. Capacity of the plant is about 800 cases in 8 hours.

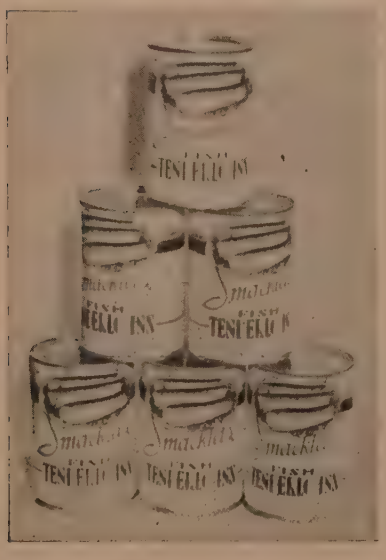
Looking down from the top of the cut fish tanks: The fish and cans are distributed to the packing table at the right, from which the filled cans move to the front of the picture and then are transferred to the can-closing line on the left, finally reach the retorts in the extreme background.

Note the cans being distributed to the packing table in the background by the Albertoli system, which keeps a full supply of cans—and no more—in front of every worker at all times. In the left foreground is the Canco clincher.



The American Can Co. high-speed vacuum closing machine which completes the can closure after removing the contained air. "Smacklets" are seasoned by means of salt tablets, one placed in each can by automatic machine.

These are "Smacklets," the specialized sardine product canned by the San Filippo Co. in its new Monterey cannery. They are packed only in the 10-oz. "picnic" cans shown.

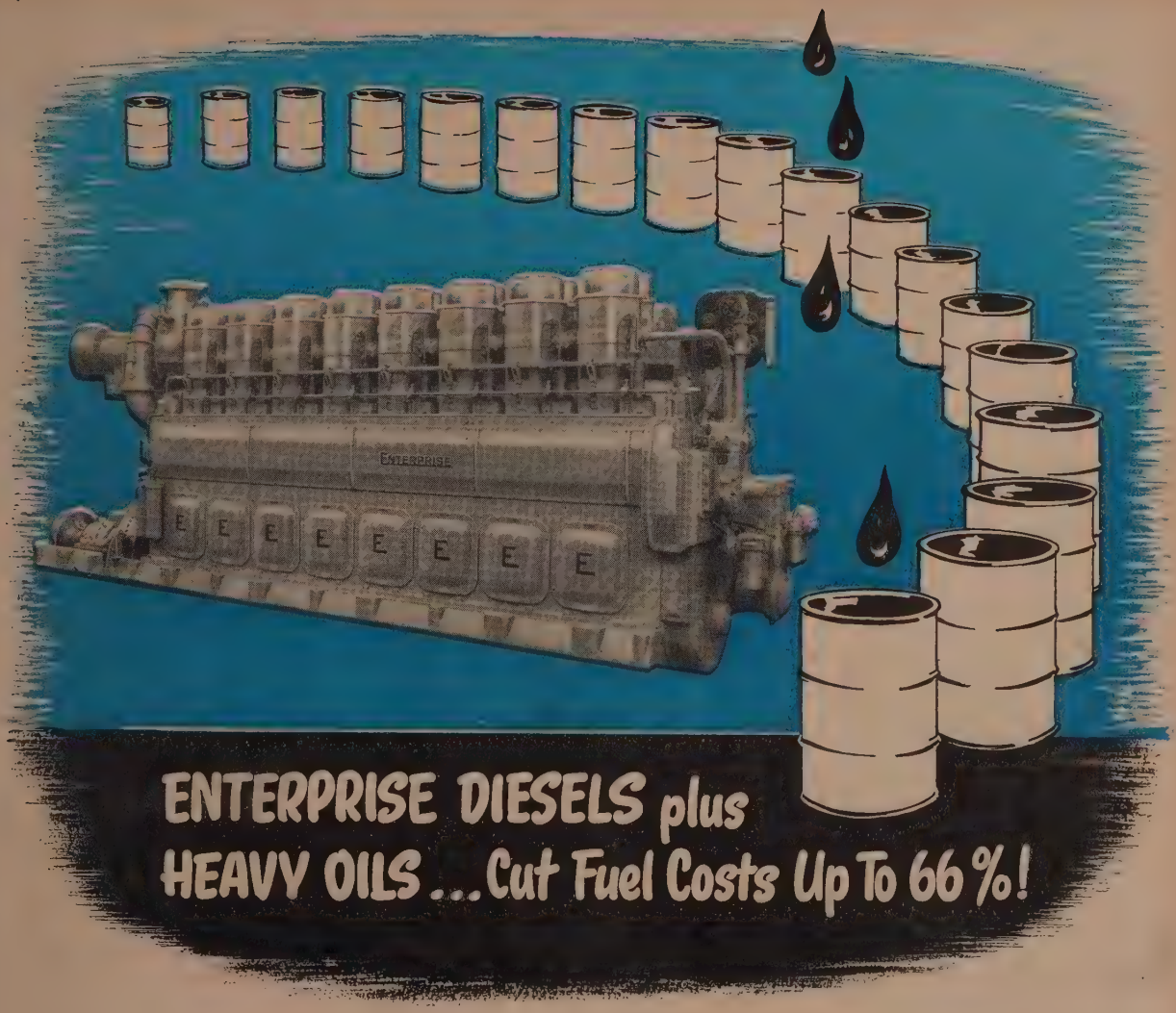


Jack N. Gilbert Distributes "Belt Ice" Making Machines

Jack N. Gilbert, for many years one of the best known figures in the salmon canning industry, announced at the first of December organization of Belt Ice Distributors, Inc., with world distributors for the "Belt Ice" machines manufactured for the last 15 years by Frank W. Knowles, Seattle refrigeration engineer.

Mr. Gilbert is president of the Belt Ice Distributors, Inc., which has offices at 701 Dexter Horton Building, Seattle.

In 1951 Mr. Gilbert marks the 40th year since he entered the Alaska salmon canning industry. "The experience of those years convinces me that broader application of refrigeration will answer many of the cost and production problems of the industry today. Ice gives greater radius to fishing vessels, and to cannery tenders gathering fish on the grounds for transport to central plants. The Knowles machines are made in sizes from 1 to 25 tons daily capacity. They are compact and automatic, and scores of them are already at work in the Pacific fisheries," he pointed out.



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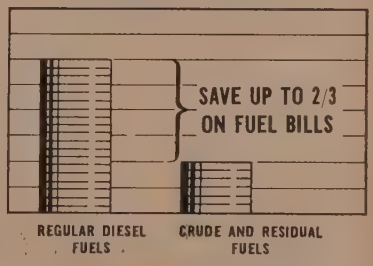

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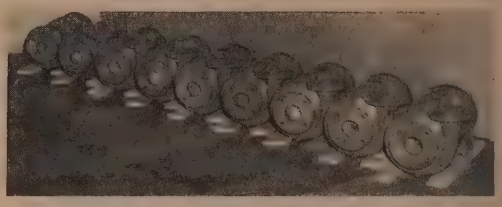

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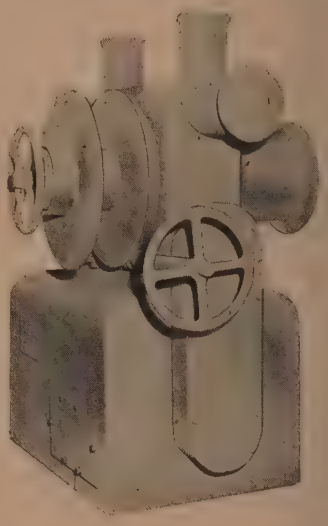

The Answer to Fishing and *Commercial Boat Operators* who need a low-priced, heavy-duty 100% Foolproof Cargo Hoist. 220-440 Volt A.C. or 115-230 Volt D.C. 10 hp. Motor —Bronze and Roller Bearings — 100% Galvanized Welded and Cast Steel Construction — Chain, Worm gear and Bearings bath oiled—Bronze Bushings pressure greased — Portable Operating Station on 20 ft. cord standard equipment.

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Trim "Countess" Trims Down in Water Right Where the Yellowfin Live

Every tuna clipper has its distinctions, the phases and characteristics in which it departs from the fleet which has gone before, the aspects in which it contributes to the evolution of the clipper.

Countess, which sailed from the Tacoma Boatbuilding Co. yard early in December under command of Capt. Antonio Francisco, is a rugged 121-footer which measures up in every respect to the highest standards of her class. Outwardly, she follows the lines of the modern tradition, in which the power and seaworthiness inherent in great strength have been smoothed and eased by a sweetness of line which hides her ample sections.

A feature of *Countess* appeared on her trials, when she demonstrated extraordinary ability to trim down into the water in the manner so greatly desired of tuna fishermen. This characteristic of the vessel is demonstrated in the accompanying photograph, which shows her running in Commencement Bay with her horseshoe in the water and her scuppers awash. This makes for fast and easy fishing, as the men work right down at water level, where they can swing the fish aboard with minimum of effort.

Ability of a tuna clipper to trim down to water level astern is one of the primary demands made upon the designer. The photograph at the start of this article proves how well this was accomplished in *Countess.*

Antonio Francisco, master of the tuna clipper *Countess.*

A Fisherman's Switchboard

Deep in her hold is a 600-hp. Washington diesel engine, her main power plant, flanked on either hand by a pair of General Motors diesels, Cleveland type. On the upper engineroom flat is a third G.M. auxiliary, this one a Detroiter, 60-kw.

The upper engineroom also contains the three big duplex refrigeration compressors driven by 20-hp. Master motors which serve to chill her tanks where *Countess* will freeze her tuna cargoes.

Feature of the upper flat, however, is one of the outstanding features of the entire craft—the switchboard. It's a sea-going switchboard in every sense of the word. More than that, it's a fisherman's switchboard, designed and built particularly to meet the rigorous duty demand by fishing vessel operation in the tropics. The board was designed and built in the Tacoma Boatbuilding Co.'s own electrical shop by specialists trained in fishing

The big Washington diesel, 600-hp., which powers the new clipper *Countess* is shown in the upper left engineroom picture. The vessel's switchboard, made in the Tacoma Shipbuilding Co. electrical shop, is shown in the upper right view of the upper engineroom. Lower left, Thomas Forbes, assistant engineer, is the big fellow on the left; then Louis Biachi, sales engineer, Washington Iron Works; and Al Crawford, *Countess'* chief. Lower right picture in the shaft alley shows how the Jacuzzi pumps, powered with Master motors have been installed out of the way below the removable decking to give added working space for manipulating the control valves and manifolds.

vessel work of this character. Haldor Dahl and Arne Strom plan in the future to have their shop produce custom-designed and custom-built switchboards for their yard's vessels.

Emergencies Provided For By Air-Starting Auxiliaries

Another item of distinction on *Countess* is the air-motor starting of her big Cleveland diesel auxiliaries. There have been a good many air-motor start installations before, but this is believed to be the first on a Pacific Northwest fishing vessel in which an Ingersoll-Rand motor was employed. The I-R motor is of the vane type, in contrast with the piston type generally employed, and is exceptionally compact. It fits right onto the diesel without modification, supplanting an electric starter, and is approximately the same in style and shape as an electric job.

This whole matter of using air motors for starting auxiliary diesels is an interesting development of protective provision against any contingency which might arise to disable a vessel through inability to start her main engine; or which might ruin her fish through breakdown of her refrigeration system under a combination of conditions which might prevent her from operating her compressors in the tropics.

Her main engine starts by compressed air, and so do her main auxiliaries. Any one of the three engines can operate an air compressor to provide starting air. In the upper engineroom is a third G.M. auxiliary—started electrically, with its starting motor turned by a Willard battery. The electric current it develops can operate the refrigeration compressors to cool the cargo, or the air compressors to start the bigger diesels.

But what happens if the Detroit diesel's electric starting battery runs down? There's provision for that, too. It is in the form of a little portable battery charger, which generates enough current to charge the battery in an emergency, and thus set in motion the process by which power is provided.

Extra Room to Work Provided in Shaft Alley

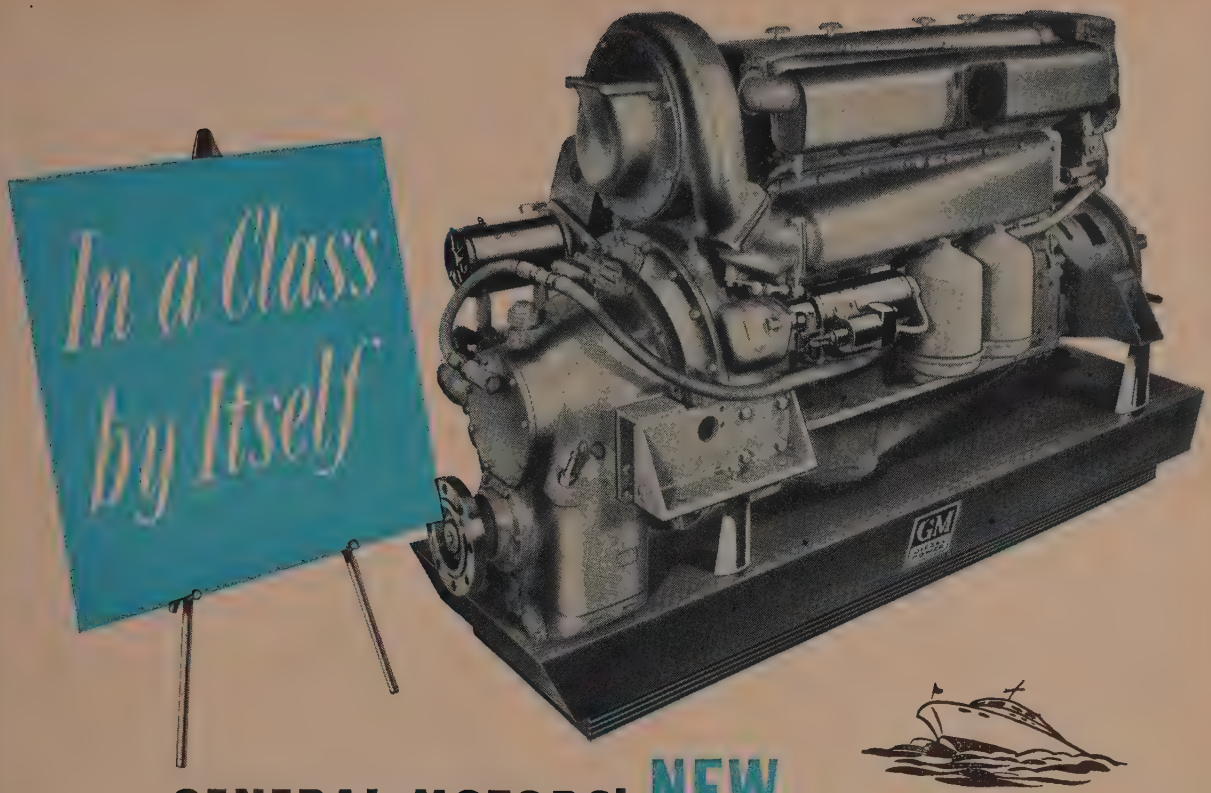
Down in the shaft alley is another distinction, another development dictated by experience — nothing revolutionary, mind; but a step in the evolution of the tuna clipper. Seawater headers from the big vertical Fairbanks-Morse bait pumps run down the shaft alley just *above* the decking, instead of *below*, as in the majority of cases.

The Jacuzzi pumps, driven by Master motors, are placed below the shaft alley decking. This gives greater working space in the shaft alley for the engineers to operate the valves of the manifolds by which the wells and tanks variously are served with seawater, freezing brine and ammonia; and by which the pumps function to deliver bait water or to circulate or transfer the brine in which the fish are frozen.

Such an installation is possible with trouble-free pumps, and the Tacoma Boatbuilding Co. put the Jacuzzis there in the knowledge that they have proven their effectiveness and dependability in long service aboard many fishing vessels.

The Jacuzzi pumps supplied by the Star Machinery Co., Seattle, included twelve 2-hp. brine circulating pumps; one 7½-hp. fire and deck pump; one 5-hp. brine transfer pump; and two ½-hp. fresh water and sanitary system pumps. All the Jacuzzi pumps were driven by Mas-

Compact air-starter: the Ingersoll-Rand vane-type air motor driving the starter pinion of one of the big Cleveland GM auxiliary diesels on *Countess*. The motor itself is the small unit just below and to the left of the air gauge dial. Air-starting protects *Countess* against disablement under almost any combination of emergency conditions.



GENERAL MOTORS' NEW MARINE DIESEL ENGINE—THE 6-110

HERE'S the newest member of the General Motors Diesel family—the brawny 6-110 engine that develops 275 horsepower.

It is 50% more powerful than the famous 6-cylinder GM "71" engine that powers so many of America's fine yachts, tugs and fishing vessels—yet it weighs less than 15 pounds per horsepower, including the famous GM hydraulic reverse gear.

Like all other GM Diesel engines, the 6-110 is two-cycle and delivers power on every piston downstroke. Advanced design cuts down size without sacrificing ruggedness; it insures fuel economy, lower maintenance costs, exceptional dependability and long life.

The GM 6-110 engine provides Diesel power at its best for a wider range of propulsion and auxiliary applications in work and pleasure boats. It is an exceptionally *compact* Diesel for its horsepower—a powerful engine that gives remarkably fine performance in minimum space.

See the GM "110" Marine Diesel at the National Motorboat Show in New York City, January 12th to 20th—or at your GM Diesel dealer. See it and we believe you'll agree *"it's in a class by itself."*

ONLY GM DIESELS PROVIDE ALL THESE ADVANTAGES

Compact size • Less weight per horsepower • Two-cycle smoothness • Power on every downstroke • Quick starting on its own fuel • Unit injectors • No high-pressure fuel lines • Rapid acceleration • Cleaner burning • Easy accessibility • GM hydraulic reverse gear • Unmatched maneuverability

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GENERAL MOTORS

DIESEL BRAWN WITHOUT THE BULK

GM DIESEL POWER

ters motors, which were also supplied by the Star Machinery Co.

At the extreme after end of the shaft alley is a Sperry electric steering engine by which the clipper is handled.

Up in the pilot house is a Sperry steering stand from which the steering engine is actuated. Instrumentation hard-by the helm includes a Weston tachometer and a 1,000-fathom Submarine Signal Co. Fathometer, and an Atlas compass.

The chartroom is equipped with an Intervox direction finder, radiophone and Pacific Electronics radio.

Deck gear naturally includes a "Northern" anchor winch and "Northern" cargo hoist. Her wheel is a Coolidge, and her monel tailshaft turns in a Goodrich rubber bearing.

Ownership in the vessel is shared by Captain Francisco and a group of associates, with Cecil Drake of San Diego as agent. The vessel will fish for French Sardine Co.

Alaska Fish Board Favors 7-Week S.E. Alaska Season

Seven weeks of salmon fishing in Southeast Alaska, plus power boats for Bristol Bay, featured the recommendations of the Alaska Fishery Board, made to the U. S. Fish and Wildlife Service for consideration in drawing up its 1951 Alaska Fishery regulations.

Principal recommendations of the Alaska board were:

1. Elimination of fish traps; and until this is done it was recommended that (a) during closed fishing periods an opening in the lead of at least 10 fathoms to be lifted to the water line. (To be located at mean low tide outward); and (b) Starting in 1952 increase in mesh size in spillers to at least 3½" stretched measure to prevent killing of young salmon, herring and other small fish.

2. Troll salmon season: Cohoes, July 1 to Sept. 20, outside and inside waters; Kings, March 15 to Oct. 31 for outside waters, and inside waters the year around.

3. Retain the 26" minimum size on King salmon for all types of gear, except in Cook Inlet area, where considerable numbers of mature jack Kings, under 26" are caught.

4. Fish tickets, the Board believes, should show price.

Area recommendations were:

Bristol Bay: supported use of power boats in 1951, and agreed to proposed season and weekly closed periods.

Kodiak: agreed to proposed seasons and weekly closure with provision for an open season in Karluk area should a run of Pink salmon materialize.

Cook Inlet: agreed to proposed seasons and weekly closure with provision for minimum mesh of 8½" for all gear prior to July 5 in all districts. Also an additional provision that an overall quota on the red salmon pack be set as a maximum or buffer to prevent the condition that occurred last year when too many fish were taken resulting in a poor escapement. This quota is to be based on the catch during the previous two cycles.

Prince William Sound, Copper River and adjacent areas: In general agreed to the FWS proposals except fall season, August 20 to Sept. 30. Limit the number of crab pots to 100 for inside water only. Should not apply to outside water. The board felt that the potentials of the outside crab fishery are tremendous and that no obstacles should be placed in the way of its development. Also recommended a trial season July 10 to Aug. 7 to check on the rehabilitation of these runs. This period has been closed for years.

Southeast Alaska: Recommended reduction in length of purse seines from 300 to 250 fathoms, also that 75-fathom length for leads be uniform in all districts and that 7-inch mesh size in leads be strictly enforced. Recommended a 1951 season from July 23 to Sept. 6; 60 hours per week during first three weeks and last week; 132 hours per week during other weeks.

Fall Season: Open all districts as during regular season: 6 a. m., Sept. 24 to 6 p. m., Sept. 26; 6 a. m., Oct. 1 to 6 p. m., Oct. 5.

Stephens Passage—Keep Stephens Passage district closed; with provision for opening by field announcement if the salmon run warrants lifting restrictions.

Suggested that an appropriation be made by the coming legislature for payment or bounty or hiring of hunters, or both, for the control of sea lions. The board recognized that they have become a menace to fisheries in certain districts.

Nessim Alhadeff, Head Of Whiz Fish Co., Dies

Death removed one of the nation's leading fishery operators Dec. 6 in the passing of Nessim Alhadeff in Seattle at the age of 66.

Mr. Alhadeff, who was familiarly known as "Sam" in the industry centering in Seattle, was head of Whiz Fish Products Co., a business which he built from humble beginnings into one of the Pacific principal factors in the fresh and frozen fish trade, and a notable producer of canned salmon and other canned fish products.

He had been in poor health for several years and active management of the Alhadeff interests has been in the hands of Charles D. Alhadeff, the eldest of three sons. Isaac and Jack Alhadeff, the other sons, are also active in the operation of the Whiz company and its related interests.

Mr. Alhadeff was a native of the Isle of Rhodes and came to Seattle 46 years ago. Joining him there were six brothers, Solomon, Rahamin, Harry, Morris, Albert and George, who generally have been active in various phases of the fish business.

Nessim Alhadeff entered the fish business in a humble way and built steadily, first becoming a factor of note with the Palace Fish & Oyster Co. Later he acquired the Whiz Fish Co. from the Chase family and expanded it as Whiz Fish Products Co.

At the time of his death Whiz plants were located at Kodiak, Cordova and Pelican, Alaska, La Conner, Seattle and Hoquiam, Wash., buying connections along the entire Pacific Coast and national sales outlets.

"Kinky" Alexander Dies

C. J. Alexander, who was familiarly known throughout the salmon industry and Alaska as "Kinky" Alexander, died in Seattle Nov. 10.

He had been an active superintendent in Western and Central Alaska salmon operations for many years; and for a time operated a floating King crab venture of his own. In recent years he had not been actively engaged in the fisheries.

JOHN B. ZOLEZZI, 67, pioneer commercial fisherman of San Diego, died December 1, at his home. Born in San Francisco of Italian parents, he had lived in San Diego 53 years, and was former owner of the *Two Sisters*, retiring 10 years ago.

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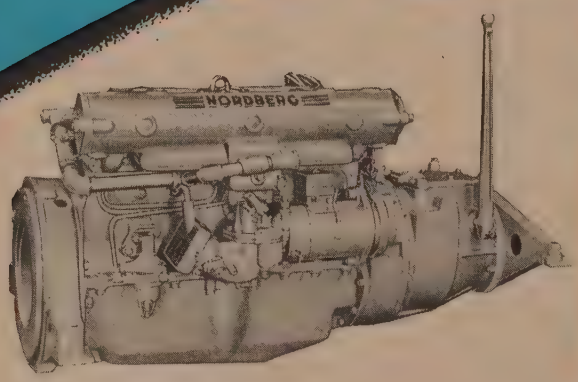
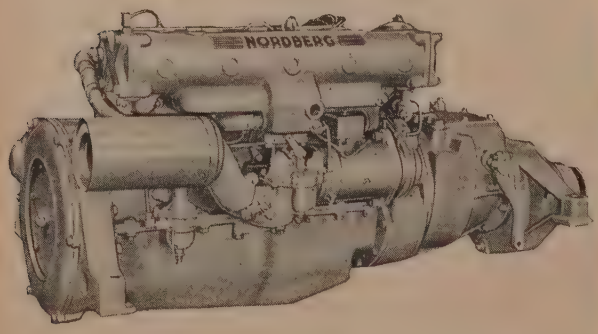
NORDBERG *presents* 4 NEW AND IMPROVED Gasoline Marine Engine Models



80 horsepower

• 80 CONTINUOUS, *USABLE* HORSEPOWER at 2500 rpm; Six Cylinders; 230 cu. in. Displacement; 3 7/16" Bore x 4 1/8" Stroke; Available in direct drive or with 1.88 and 2.44:1 Reduction Gears.

This model offers new low cost power for smaller fish boats, yet without sacrificing quality of construction or rugged, dependable performance.



95 horsepower

• 95 CONTINUOUS, *USABLE* HORSEPOWER at 3200 rpm; Six Cylinders; 320 cu. in. Displacement; 3 7/16" Bore x 4 1/8" Stroke; Available in direct drive or with Reduction Gear ratios of 1.88—2.44—3.32 and 4.12 to 1.

Here is a compact, fully equipped fish boat engine that will deliver 95 continuous horsepower day in, day out. Offers all of the features listed below . . . a real combination of versatile power at low operating cost.

Look over these IMPORTANT FEATURES:

☆ *SEVEN* MAIN BEARING CRANKSHAFTS . . . with Tocco-hardened journals in all models—assures long life, low maintenance.

☆ *NEW* WATER PUMP* . . . built to stand the gaff of the toughest marine service—gearless, single shaft design, easily repaired at low cost.

☆ *WATER-PROOF* IGNITION SYSTEM* . . . spark plugs and wiring protected against moisture for faster starting—no stalling in foul weather.

☆ *GEAR-DRIVEN GENERATOR* . . . charges battery at engine speed, even while trolling—no belts or belt guards.

☆ *ALL-METAL* MARINE FUEL PUMP . . . for greater safety—no glass bowl to crack.

☆ *JET-COOLED* EXHAUST VALVE SEATS . . . design provides efficient water jet cooling of all exhaust valve seats—prolongs valve life and reduces maintenance.

☆ *FULLY APPROVED* AIR INTAKE* . . . specially designed marine air intake silencer and flame arrestor approved by B.M.I.N.—assures maximum safety.

☆ *BUILT-IN* AUXILIARY DRIVE . . . 4-inch V-pulley drive is gear driven, engine lubricated—for extra pump, generator or compressor. (Optional on all models).

☆ *THREE* TYPES OF FRONT END POWER . . . your choice of 1-groove or 2-groove pulley, or Twin Disc clutch power take-off. (Optional on all model).

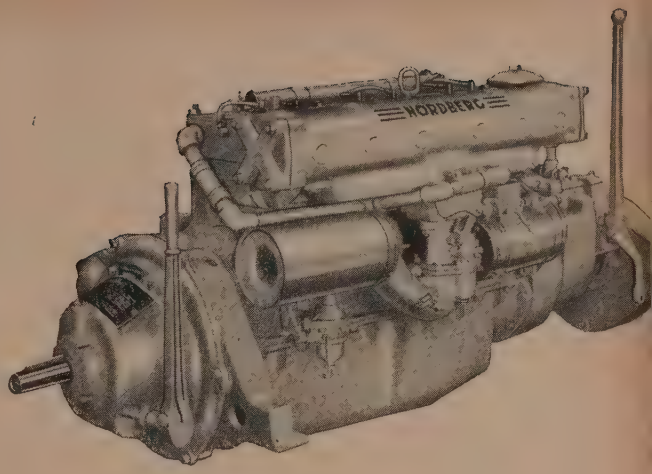
☆ *STA-NU-TRAL* CLUTCH ON ALL MODELS . . . only Nordberg gives you this exclusive feature as standard equipment—stops propeller *dead* in the water, prevents torn nets and fouled wheels . . . improves maneuverability and safety . . . increases life of clutch parts.

**Optional extra equipment on BLUEFIN series—Standard equipment on all other models.*

110 horsepower

• 110 CONTINUOUS, *USABLE* HORSEPOWER at 2500 rpm; Six Cylinders; 320 cu. in. Displacement; 4" Bore x 4¼" Stroke; Available in direct drive or with Reduction Gear ratios of 1.88—2.44—3.32 and 4.12 to 1.

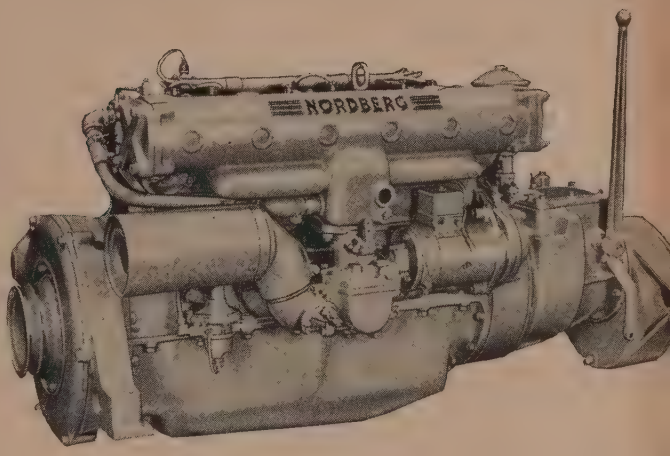
This husky model is a natural for powering many classes of single screw fishing craft, as well as in pairs for twin screw hulls. Incorporates the best features of the former Nordberg "320" model plus all the new 1951 features.

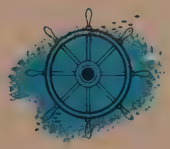


145 horsepower

• 145 CONTINUOUS, *USABLE* HORSEPOWER at 3200 rpm; Six Cylinders; 340 cu. in. Displacement; 4" Bore x 4½" Stroke; Available in direct drive or with Reduction Gear ratios of 1.88—2.44—3.32 and 4.12 to 1.

Here is the 1951 leader of the famous Nordberg Gasoline Marine Engine line. Developing a full 145 horsepower, this super heavy-duty model is the logical choice of fishermen who want the best in power and performance . . . without paying a premium in operating expense.

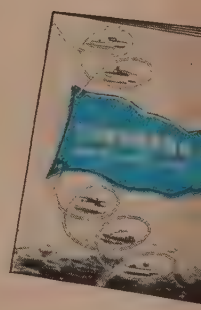




These four new and improved Nordberg Gasoline Marine Engine Models have been developed as a result of the experience gained from the hundreds of Nordberg marine installations made since this heavy duty engine line was introduced in 1947. Using the three former Nordberg engine units as a basic design, these four 1951 models incorporate *all* the time-tested and proved engineering features of their predecessors, *plus* many new improved design features that make them the finest gasoline marine engines to bear the famous NORDBERG name.

No matter which model you choose . . . the Nordberg KNIGHT—the MARLIN—the ARROW—or the BLUEFIN—you'll get economical, dependable power for all types of fishing craft within the ranges of 80 to 145 usable horsepower.

See your nearest Nordberg distributor for full details, or write for your copy of Bulletin 188 today!



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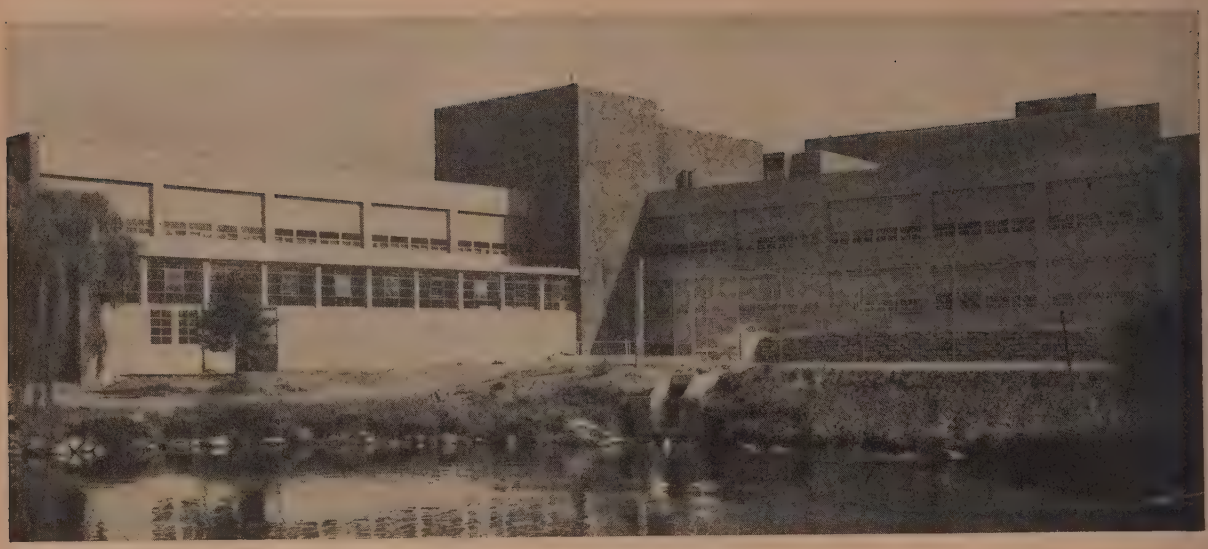

Fisheries Center, University of Washington School of Fisheries, seen from the Lake Washington Canal. Classrooms, auditorium, administrative offices and library are on the upper floors of the L-shaped building. Technological laboratories and pilot plant facilities are on the lower floor. Fish cultural ponds are behind the protective fencing.

New Fishery Center Dedicated To Advancement of Industry

Dedication of the new Fisheries Center at the University of Washington Nov. 27 and 28 brought together one of the most notable assemblies of fishery operators and educators, students and scientists, technologists and businessmen ever to meet on the Pacific Coast.

The ceremony brought into use the world's most complete and advanced facilities for fisheries education, in both scientific and technological lines.

In the opening ceremony, Dr. Raymond B. Allen, president of the university, declared the new Fisheries Center is "dedicated to the greater welfare, future prosperity and high ideals of this industry, its technology and science." In these words he caught the concept which seemed to pervade the Center—that it was being dedicated to the advancement of *applied* science and *applied* technology, rather than to academic abstractions.

In his dedicatory remarks, President Allen paid tribute to Miller Freeman, publisher of PACIFIC FISHERMAN, saying that "his early concept and steady influence brought this School of Fisheries into being, and in large degree has kept it going."

Dr. Richard Van Cleve, director of the school, in reviewing its history also referred to the part played by Mr. Freeman in initiating the school, and to the fact that a former editor of PACIFIC FISHERMAN, John N. Cobb, became its first dean. The director of the school traced its history from its beginnings under Dean Cobb; the emphasis placed on biology under the direction of Dr. William F. Thompson; and the addition of technological courses under Dr. W. M. Chapman, director-on-leave.

Dedicatory ceremonies were followed by four symposia at which noteworthy speakers presented aspects of these subjects: technology, production and marketing; international relations and the fisheries; marine fishery biology and management; fresh water fishery resources and conservation.

Chef Oscar Holt ladles out the chowder at the Fisheries Center dedication. His customers, left to right: Dr. Richard Van Cleve, director of the School of Fisheries; Dr. Raymond B. Allen, president of the University of Washington; Dr. Lauren Donaldson of the Fisheries faculty; Clarence Pautske, chief biologist, Washington Department of Game.

Space does not here permit comprehensive reporting of all the discourses. Some of them will be greatly briefed hereafter, and others will be presented elsewhere in this issue, or in following numbers of this journal.

The two-day dedicatory period concluded with a seafood buffet at the Washington Athletic Club, proclaimed by experienced epicures as historic in its character and quality as one of the finest seafood feasts ever presented. Hosts were: Seattle Fish Exchange, Inc.; Puget Sound Salmon Canners, Inc.; Pacific Oyster Growers Association; Otter Trawlers Union; Association of Pacific Fisheries; Fishing Vessel Owners Association; Alaska Salmon Industry, Inc.; Fishermen's Cooperative Association.

Attendance at the dedication was particularly noteworthy. It included a considerable number from the east coast, especially from Washington, where alumni of the School of Fisheries are leaders in the Fish and Wildlife Service. California educational institutions were well represented, and there was a considerable delegation from British Columbia.

Peril in Fishing the Peak

Do Man's Seasonal Regulations Damage the Salmon Runs That They are Designed to Protect?

Man's regulatory practices, applied to protect salmon runs from overfishing, may be more responsible for declines in the runs than the fishing they were designed to restrain.

This thesis, elaborated at the dedicatory ceremonies of the new Fisheries Center of the University of Washington School of Fisheries by Loyd A. Royal, highlighted the four symposia which brought outstanding authorities to the two-day program.

Interest in Mr. Royal's discourse drew not alone from his topic, but from the courage and conviction with which it was presented—plus the fact that Mr. Royal spoke within a few days of his appointment as director of the Fraser River Sockeye enterprise by the International Pacific Salmon Fisheries Commission, although it should be noted that he spoke on the general subject of "The Effect of Man on the Productivity of Salmon," rather than on the Fraser River project in particular.

"We must face the fact that we have experienced steady declines in many of our salmon runs; and that the biologist's information, and the concept of fishery management, has not kept pace with the need. We are forced to the conclusion that there may be other causes for decline than those produced by man's use of the resource—that is to say, overfishing. Perhaps the declines are the result of regulatory policies themselves," said Mr. Royal.

"It seems obvious that the numerical limits of salmon runs are primarily affected by what happens to the salmon during the period it spends in fresh water. Therefore, we should concentrate on the freshwater facts because (a) that is the most important phase, and (b) it is the one phase we *can* do something about.

Loyd A. Royal, left, new director of investigations of the Fraser River Sockeye Salmon enterprise, and author of the accompanying address, with Milo Bell, the projects chief engineer, in the field at Kamloops, B.C.

Best Fish Found at Peak

"Salmon migrations to the same areas are remarkably consistent from year to year. They may vary markedly between streams, but when the facts are fully known the pattern of the runs to a stream are much the same in timing and in their rise, peak and decline, although of course varying in volume.

"The fish of the peak of the run are the productive fish. The eager beavers who enter the stream first, and the tail-enders who tag along at the end are the *abnormal* fish, the questionable reproducers. The effectiveness of their spawning is subject to serious question for several reasons: because they reach the spawning grounds too early or too late; because water levels may be too high, or too low; and water temperatures also too high or too low. They do not appear to be properly timed with the environmental cycle.

Late Salmon are Weaklings

"When a run enters a stream we may or may not fish the early stages, but we fish the peak hard—so hard that few if any fish get past—and then the season closes and the tail-enders are allowed to pass to the spawning gravels. The industry is

inclined to say: 'We have our pack now. Take the rest for your escapement — the quality is no good for spawning, either.

"By this practice we take the fish of the *prime peak* and allow the tail-enders to provide the spawn for the next generation. These fish are weaklings, late-comers, who encounter adverse conditions on the grounds, and too often spawn ineffectively.

"Thus I believe that regulations which concentrate the fishing at the prime peak of a run destroy the original character of a racial migration."

(*Editor's Note:* Here Mr. Royal's thinking showed close agreement with that presented by Dr. W. F. Thompson of the Fisheries Research Institute Nov. 6 in showing how a season which focuses fishing at the peak of a run tends to destroy it.)

This concentration of fishing, with its long delay of escapement, Mr. Royal believes can account for the failure of the Adams River Sockeye run to the Fraser in 1950.

In the cycle year, 1946, fishing continued to Sept. 25, he explained. The season was then closed and the tail-enders allowed to escape. By then the river was falling, and the fish were delayed further. Starting late, they were held up from time to time and reached the spawning grounds 16 days late. At that time water temperature was down to 43°, below the normal lower limit for Sockeye spawning in the Fraser River.

Yet another possible adverse effect of regulations designed for conservation was cited by Mr. Royal in the selectivity of gear — notably gillnets—on the size and sex of the fish making up the spawning escapement. (*Note:* Here again Mr. Royal's position was in close agreement with that of Dr. Thompson, whose Fisheries Research Institute studies on the selectivity of gear and its effect on spawning populations were reported in a preliminary way in PACIFIC FISHERMAN for April, 1950.)

Knowledge of Environment Tolerances is Vital

"What else has man done to affect the runs of salmon, beside over-fishing—which we know of course may exist; and beside seasons and regulations, which tend to let only the bitter-enders, the weaklings, escape and spawn?

"For example, he has built *dams* —but we have not yet measured the full effect of dams. We know they can destroy a run by barring its migration, but how much do we know their indirect effect in the matter of changed environments, even where the run is not entirely blocked?

"We do know that, if you do not disturb the natural environment, the results from a spawning may go up, even though the escapement which produced it was down. This is the old rule that the optimum reproduction does not necessarily result from the greatest number of spawners.

Overfishing and Overspawning

"We do know that low stream flow can seriously reduce the number of migrants resulting from Silver salmon spawning, but that is one of the few things we know in this rich field for research—the environmental requirements of the salmon, and their tolerance towards changes in their environment.

"We do not even know how to measure overfishing itself, for the tributary populations overlap in every run. The *number* of fish in the aggregate escapement may be an illusion, for in the overlapping populations represented in just one such escapement *some races may have been destroyed by ill-timed over-fishing, while others are overspawned by excessive escapement.*"

"We cannot intelligently manage our salmon fisheries until we know the natural environmental requirements for a maximum rate of reproduction, and the manner in which man by his action is interfering with it. Only then can we intelligently guard against adversely affecting the rate of reproduction by our own actions. Only then can we truly measure the individual resilience of the species and permit a maximum fishing effort without artificially lowering the rate of reproduction. The effects of changes in environment may not always be preventable, but at least we should be able to measure as soon as possible their effect in advance of the fishery, and thus place the fishery on a sounder basis."

French Sardine Announces New 300-Ton Tuna Plant

French Sardine Company last month announced the construction beginning around April 1 of a new 300-ton daily capacity tuna cannery on Terminal Island. The plant which, according to N. F. Trutanich, production manager, will incorporate the latest developments in cannery layout and automatic packing, is to be located near where the Los Angeles Yacht club is housed.

The site will cover 6½ acres, and at present dredging is under way to provide deep water for berthing and unloading docks; and some land filling is required. Plans now are to complete the cannery and have it in operation by December 15. Completion of this project will give French Sardine three plants on Terminal Island, these devoted variously to tuna, sardines and mackerel; and another at San Diego, High Seas Tuna Packing Company, exclusively for tuna.

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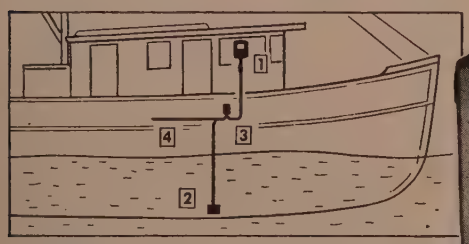
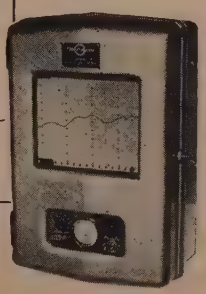
Through the use of the new, exclusive Bendix *magnasonic* transducer coupled with the extra reserve power built into the Recording unit it is now possible to sound through the hull of wood vessels, thereby obviating the necessity of dry docking the boat.* Even in extra heavily planked vessels, performance has proved entirely satisfactory.

There are 3000 commercial fishermen who use the Bendix today – and they are catching more fish and are making more money. Ask your local Bendix dealer for a demonstration today... or write the factory for complete information.





Within 2 hours you can be equipped with a Bendix Depth Recorder. It's only a matter now of (1) hanging the Recorder unit in the wheel house or other convenient location, (2) mounting the transducer in the bilge, (3) connecting the two units with the plug-in cable and (4) hooking onto the power supply.

* If permanent, through-the-hull installation is desired, a sea chest may be installed during the next regular haul-out period.

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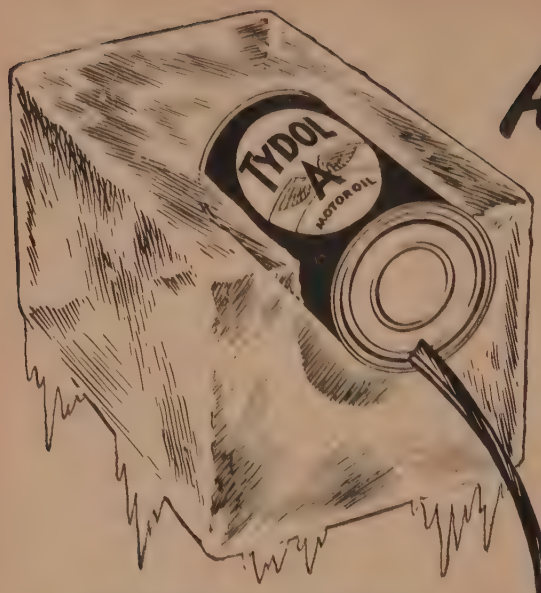

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All-California Mackerel Pack Crowds Close to Record Levels

Mackerel fishing and packing for Southern California approached but had not surpassed an all-time production record as the year ended. It was a year that saw 57,676 tons delivered by December 1, and several thousand more in December.

The case production for Southern California by Dec. 1 was 1,002,114 cases, to which must be added another 16,376 tons must be added to the raw fish, and 324,708 cases to production for the Monterey district.

Thus, for California, the raw tonnage to December 1 was 74,052 tons; the pack was 1,326,822 cases. Northern California to that date had two excellent months during the year, September and October. In the former, Monterey received 14,108 tons, Jack, and packed 279,089 cases; Pacific, 200 tons, for 1801 cases; October 2017 tons, Jack, received; 44,827 cases.

There was a wide spread between Southern California's Pacific and Jack tonnage to November 1: Jack, 37,599; Pacific, 12,875 tons. November itself produced a combined total of 7,202 tons, and 115,099 cases packed. To November 1, the year's pack was: Jack, 579,306; Pacific, 307,709 cases.

Wholesale prices for canned mackerel in December showed Pacific holding its own, as throughout the year, $6.50 talls/48. Jack, on the other hand, had weakened from its opening-year quotation of $5.75 to as low as $4.50, or even lower for some of Monterey's huge September Jack pack. Southern California packers were generally holding Jack at $5.00.

Northern Sardine Operators Depend Wholly on Trucked Fish

The northern California sardine season went into its last two darks of the season with no brighter hopes that fish would return to accustomed fishing grounds from Pt. Sur to the Farallones.

Only 40,666 tons of sardines had been delivered to Monterey area canneries by Dec. 1, and most of that was trucked in from southern California ports—as compared to 115,291 tons to the same date last year.

San Francisco area was in about the same fix, with 12,595 tons delivered by Dec. 1, mostly by truck also, as compared to 14,412 tons.

As a result northern California canners were struggling to pack all the fish they can bring in just to keep ahead of fixed expenses which go on even if a plant is closed down.

Meal and oil markets are reported to be such that reduction doesn't pay, according to processors, especially with the added cost of truck fish in from the south. Some 1,800 cannery workers are finding some work, but it isn't steady or average.

Fishermen, in an effort to keep afloat, are all fishing in southern California waters but the competition is terrific, even with the plentiful supply of fish, and they are doing little better than making both ends meet.

Those who are selling their fish for truck to northern and central California points—because the demand is said to be more steady—are in most cases sharing the cost of trucking with the processors, thereby reducing the returns.

Canners figure the cost of trucking fish is from $13 to $20 per ton on top of the price paid to the fishermen. Some hope to break even on the excess, others are just hoping to meet fixed expenses, such as insurance, interest payments, and such fixed charges that go on whether the plants are operating or not.

One canner said that he had hoped the ECA would take some of the mackerel packed earlier in the season.

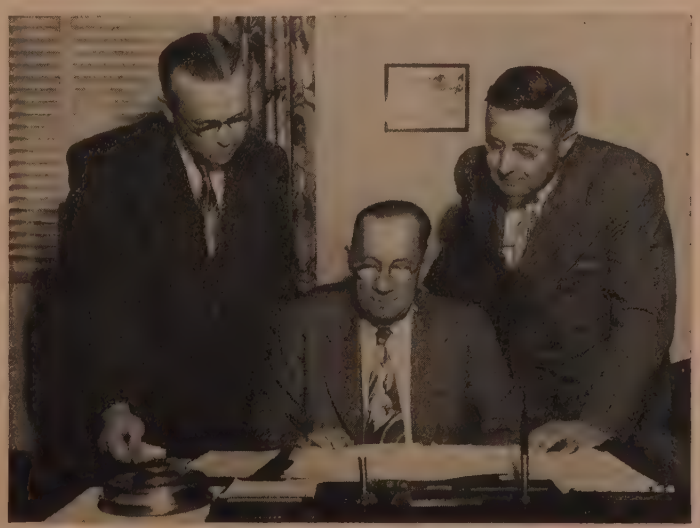
However, southern California canners and processors had received a total of 182,960 tons of sardines through Nov. 30, as compared to 93,468 tons to the same date last year.

This brought the total California catch to 236,221 tons as of Nov. 30, as compared to 223,171 tons for the same period in 1949.

San Francisco had canned 42,037 cases to Nov. 26, as compared to 75,672 cases the season previous; Monterey had canned 567,394 cases as compared to 1,465,428; and San Pedro had packed the huge total of 2,969,661 cases as compared to 1,301,386 cases.

To Nov. 26, the total California pack was 3,579,092 cases as compared to 2,842,486.

Earl M. Nielsen, seated, president, California Tuna Canning Company, San Diego, and his executive staff: left, Glen D. Martin, secretary-treasurer, and William L. Robinson, executive vice president and general manager. The new concern, which recently took over the San Diego Packing Co., and will start at once a new tuna cannery on the San Diego waterfront, is at present using the facilities of San Diego Pack. Current brands are "Sea-Luscious," "Sea-Preme" and "Buywell." Labels to be featured by California Tuna Canning Company when in operation in late spring, have not yet been determined. The new cannery, to be the ultimate in modern equipment and sanitary facilities, is to be located on the site of the former Lynch Shipbuilding Company. Employing over 300 persons, with a monthly payroll of $100,000, the plant will be set up to pack around 180 tons of tuna daily.



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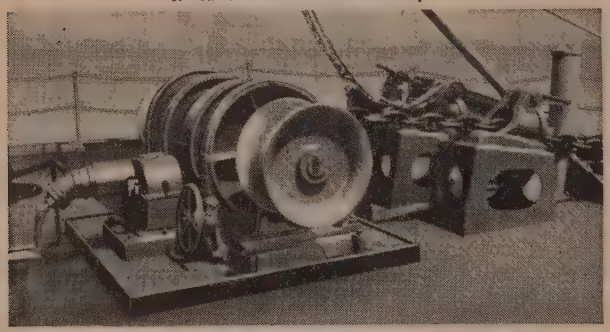
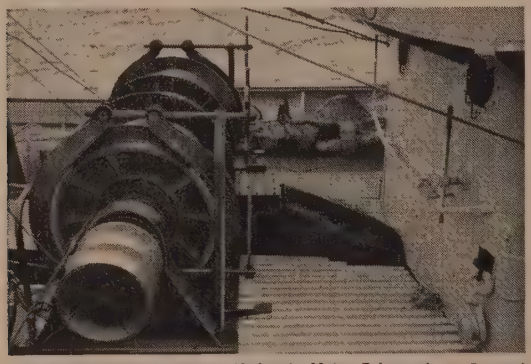
HIGH HP TO SIZE

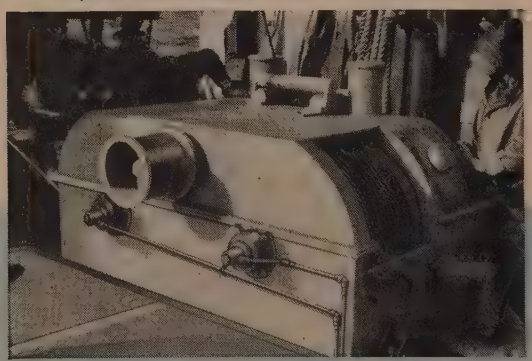
Vickers Drive demonstrates exceptionally low maintenance on topping lifts of "Santa Barbara" and 5 sister ships.



Twin Vickers Hydraulic Drives provide independent line speeds with compact installation of aft drag winch on "Santa Christana II."



Non-arcing feature of Vickers Hydraulic Motor Drive reduces fire and explosion hazard on Socony-Vacuum Oil Company tanker.



Vickers Hydraulics protects cable and net by automatically adjusting speed at overload of trawl winch on "Rosalie B. Morse."

4430

Vickers Hydraulic Winch Drives give you more of every quality you need in winches: Sealed and Weatherproof; Precision Controlled Line Speed; Automatic Load Limit; Non-arcing Controls; High HP to Size. Primary power source can be main or auxiliary engine or electric motor . . . placed anywhere with power brought to the winch through hydraulic tubing. Self-lubricated by the hydraulic oil. Vickers drives are not affected by external moisture.

Vickers drives can also be equipped with a power limiting device that automatically reduces speed when extreme loads are encountered. Pre-set speed is automatically regained as load lessens. This feature protects cable, nets and other gear.

There are numerous other money-saving and performance advantages for Vickers Hydraulics. Ask for a copy of Bulletin 3940.

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DIVISION OF THE SPERRY CORPORATION

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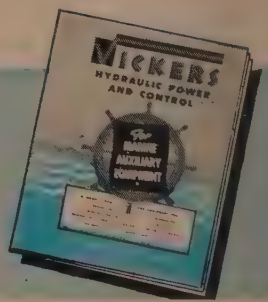
•

ENGINEERS AND BUILDERS OF OIL HYDRAULIC EQUIPMENT SINCE 1921



See our catalog in the 1950-51 issue of Marine Catalog and Buyers Directory or write us for Bulletin 3940.

Tuna Wins Staple Status With 1950's Record Volume

The year of 1950 established for canned tuna a status and sales volume never before achieved, placing canned tuna definitely out of the luxury class and in the realm of food staples.

Sales volume was a "must" in 1950—a matter of self preservation —because packers not only received record raw tonnage from their own fleets on the Pacific coast, but the country also received around 1,500,000 cases of imports from South America and Japan mostly.

Southern California packers believe the country consumed around 9,000,000 cases in 1950, an all-time record, and to feed this tremendous volume into wholesale and retail sales pipe lines, and have it picked off grocers' shelves, or used by restaurants, drug stores and institutions, the Pacific Coast industry, in cooperation with food store promotion, spent an estimated $5,000,000 for advertising.

Actually, for nationally advertised brands during 1950 there was little price cutting. True, as the year waned, Southern California packers instituted in seven western states a "count and re-count" promotion on C & F advertised brands, with a $1.50 rebate from the advertised price of $13.00, basis 48/½s, within specified periods.

While this may have been considered "distress" selling, it was rather the result of some long-range thinking. It did two things—as well as selling a lot of C & F tuna. First, it permitted top tuna brands, behind which are intensive advertising and promotion campaigns, to sell in competition with Japanese White Meat imports, which were flooding in everywhere; but also gave food stores a chance to sell what is undoubtedly their high-profit, fast turnover item as a "loss leader," and they took full advantage of it.

A check made on December 1 by PACIFIC FISHERMAN in supermarkets in Southern California, showed C & F offered housewives at from 24c to 29c, with most of the advertising quoted at 24c-25c. Light Meat, Fancy—with a steady quotation of $15.25, f.o.b., cannery — was being offered as low as 32c.

Japanese Light Meat, Fancy, was reported bought direct at $10.75, with general price softening noted everywhere it was offered. It cost $12.00 bought from brokers. White Meat, Fancy, was said offered at from $14.25 to $15.50. South American canned bonito, of which 208,000 cases came in during the first 10 months, was reported offered at $10.25.

The carryover into 1951 was estimated last month in Southern California as around 2,500,000 cases. This, while heavy and must be sold before packers can contemplate new supplies of raw tuna, should not, in the belief of packers, disrupt orderly operations in early 1951.

With fleets ordered into inactivity, as far back as two months before the year ended for some of the vessels, there will not be very much fish delivered before March. If the events of early 1950 are repeated, when canned tuna moved fast in February and March, and with increased advertising and promotion—as is contemplated — the industry, packers and leaders alike think, should go on to new heights of production and sales.

Army Salmon Purchasing Leaves Virtually No Stocks Save Chums

Army buying during December served to absorb practically all of the remaining stocks of tall Red and Coho salmon, and made sharp inroads on halves Red.

By the end of the year virtually the only salmon which remained for sale was Chum. Stocks of tall Pinks were nominal in quantity, and were believed in the hands of only three companies, with one of these parcels so small as to be virtually without significance. Pink holders were keeping them for their old customers.

Chums of good quality were firmly held at $20. While the stock is admittedly substantial, distributors declare it is not at all out of line when consideration is given to the complete dearth of other varieties and the long-haul before new goods will be available.

As a matter of fact, some holders believed they'd be selling standard Chums above $20 before they'd be selling them for less.

Offered parcels of sub-standard Chums were fewer in number and smaller in volume toward the end of the year. Late-pack goods could still be had down to $18, but in general they were available only for markets which always put price ahead of quality.

Obviously, the mid-winter holiday season is a poor period for salmon selling, and recent booking volume has been light.

Parrott Picks Poole

Parrott & Co., San Francisco food distributors and factors, have appointed J. R. Poole Co., Inc., as its canned food representative in the New York metropolitan area. J. R. Poole Co. Inc., also represents Parrott & Co. in Boston and the entire New England territory.

Parrott & Co. have long been identified with the distribution of California fruits, vegetables, tuna, sardines and mackerel, and are becoming large factors in the importation of Japanese tuna and crab meat, in addition to Peruvian tuna and bonito.

Parrott & Co. have a branch office in Los Angeles and affiliate companies in Portland and Seattle.

The many friends of *WILL R. ERNST*, H. A. Irving & Co., San Francisco food brokers, were offering their condolences on the death of his father, Henry Ernst, 80, who passed away suddenly at his home in Palo Alto.

SEATTLE PRICES

Prices openly quoted at presstime, f.o.b., Puget Sound terminals.

Salmon—	
Alaska Red, 48/1 tall	$31.00
Alaska Red, 48/2	$20.00
Alaska Coho, 48/1 tall	$26.50-28.00
Alaska Coho, 48/2	$15.50-16.50
Alaska Pink, 48/1 tall	$24.00*
Alaska Pink, 48/2	$15.50*
Alaska Chum, 48/1 tall	$20.00
Alaska Chum, 48/2	$12.00
Puget Sockeye, 48/2 h.f.	$21.00
Puget Sockeye, 48/2 m.f.	$20.00
Puget Sockeye, 48/4	$12.00
Puget Coho, 48/2 h.f.	$16.00-16.50
Puget Coho, 48/2 m.f.	$15.00
Columbia Chinook, fcy	$22.00*
Ditto, choice, 48/2	$17.00
Ditto, standard, 48/2	$14.00
Tuna—	
Albacore, fancy, 48/2	$16.00
Albacore, flakes, 48/2	$11.50-12.00
Blended flakes, 48/2	$ 9.50-10.50
Crab—	
Pacific, 48/2	$28.00
Clams—	
Razor, 48/2	$14.85
Oysters—	
Pacific, 48/2	$17.00
Pacific, 48 buffet	$18.00
Pacific, 48 E.O.	$20.00
Pacific, 48 tall	$28.00

Frozen Fish— *In carloads, f.o.b., Seattle*	*per lb.*
Halibut, large	33c
Halibut, medium	33c
Halibut, chickens	30c
Salmon, King, lg. red	49c
Salmon, King, sm. red	44c
Salmon, Silver	42c

*Nominal quotations. No spot offerings.

San Francisco Prices

Canned fish prices indicated, but not openly quoted, subject to pack, f.o.b., San Francisco, at presstime for this issue:

Package—	*Price*
SARDINE	
15-oz. tall, natural	$4.25
15-oz. tall, t/s	5.00
15-oz. oval, t/s or m/s	6.25
5-oz., nat., 100	5.65
5-oz., t/s, 100	6.15
8-oz., buffet, 48	3.90
8-oz., flat, 48	5.00
MACKEREL	
15-oz., 48, natural	5.25

Mexican Pacific Shrimp Quotations

West Coast, December 1.

COUNT—	PER LB.
Under 15	62c
15-20	58c
21-25	54c
26-30	50c
31-42	46c
43-65	41c

RICHARD LEE GARDNER, formerly with Shell's Super Store, Inc., is joining the retail sales promotion department of A. Earle Clark & Son, Miami, Fla., food brokers.

Chance at E. C. A. Salmon Dollar Asked by American Industry

If American E.C.A. funds are used by the countries granted them to purchase canned salmon, the United States' salmon industry should be permitted to participate in the business at least to the ratio of its normal trade.

This, in brief, is the position of the American salmon industry with respect to Marshall plan purchases, as voiced before a group of ranking E.C.A. officials at Seattle Dec. 8 by Walter P. Shiel of W. P. Shiel & Co., salmon distributors.

The general presentation, which included discussion of fruits and lumber as well as salmon, was handled by Maurice Rattray of Anderson & Miskin, Ltd.; and the summing-up of the Pacific Northwest position was handled by Edward W. Allen.

After presenting the historical background of the salmon industry's export trade, Mr. Shiel said:

"Due to very short production in 1950, the American canned salmon industry is not in particular need of foreign purchases to dispose of our current stocks. All species of American packed salmon except Chum salmon is in very small supply. In 1949 we had fairly good production and participated in the export business to the U. K. and Ireland in about equal volume with the Canadians. In 1950 the British made a commitment early to the Canadians for about $5,000,000 worth of canned salmon, but made no request for supplies from American canners. This deal was made long before we knew we were going to have a short pack; and though it was made with 'free dollars' these funds were taken from the dollar pool, and we are surprised that E.C.A. would condone such a policy. We do not know what commitments the British may have made with Russia on purchase from the Russian 1950 pack, though that information may be available to E.C.A."

Mr. Shiel pointed out that prior to the war Great Britain took approximately 35% of the Alaska production of Red and Silver salmon, and then pointed out that, despite the grant of E.C.A. funds, "in 1948 and 1950 Great Britain has not taken a single case of American packed salmon.

"It is self-evident that permanent loss of this important British trade would be a great blow to the American industry. We submit that, so long as the British are buying canned salmon with funds directly or indirectly made available by the United States, it is up to E.C.A. to see that the American salmon canner has the opportunity of retaining his important position in that trade. . . .

"We are not trying to open new export markets or dump surpluses. All we want, and what we think we have a right to demand, is that E.C.A. in making funds available for purchases of foodstuffs abroad, stipulate with the foreign recipients of our benevolence that if they are to purchase canned salmon they must give the American industry a legitimate chance to participate . . . and we see no reason why restrictions should not be placed on purchases from Communist Russia."

COLUMBIA RIVER PACKERS ASSOCIATION, INC.,
ASTORIA, OREGON

Halfhill Uses T.V. In Selling Dayton Area

The Halfhill Co., Inc., recently moved into its own building located near Montebello, in the rapidly growing Eastern Los Angeles section, have begun a 13-week television program in the Dayton, Ohio, area, in which a group of grocery stores are featuring the Halfhill "Best Buy" brands of tuna, sardines, mackerel, clams and crabmeat. The Halfhill family has been active in fish canning in Southern California since 1892, when it began business as the California Fish Co. in San Pedro. Now the company, which no longer cans fish, maintains 94 brokers throughout the country to handle the "Oldest Name in Tuna" products.

Certified Grocers Form New Wholesale House

Certified Grocers, Inc., have announced the formation of a new wholesale grocery firm with headquarters at 74 Woodworth Ave., Yonkers, N. Y. President of the company is Samuel Goldstein, well known in the grocery business for many years, who has associated with him a group of men who are specialists in the several primary lines of the food business.

Southern California Canned Fish Quotes

Quoted f.o.b. cannery at presstime.

TUNA

Advertised Brands:

White Meat, Fancy	$16.50 to $17.00
White Meat, C & F	$14.50
White Meat, Grated	$12.00
Light Meat, Fancy	$15.25
*Light Meat, C & F	$13.00

Private Label:

White Meat, Fancy	$15.00 to $15.50
Light Meat, Fancy	$13.25 to $13.50
Light Meat, C & F	$11.25
Light Meat, Standard	$12.25
Light Meat, Grated	$10.00

TONNO

½s/48	$15.50
¼s/100	$16.50

MACKEREL

Pacific, tall/48	$ 6.25
Jack, tall/48	$ 5.00

*In mid-November, for specified periods, packers of advertised brands offered, in seven western states a "count and recount" deal, with rebate of $1.50 per case on all sold within stated period.

SARDINES

15-oz. tall, nat.	$ 4.00 to $ 4.10
15-oz. tall, t/s	$ 4.90 to $ 5.00
15-oz. oval, t/s or m/s	$ 6.10 to $ 6.25
5-oz., nat., 100	$ 6.00 to $ 6.60
5-oz., t/s, 100	$ 6.65 to $ 6.75
8-oz., buffet, 96, nat.	$ 7.00
8-oz., buffet, 96, t/s	$ 7.00 to $ 7.65
8-oz., buffet, 48	$ 4.00

Calif. Requires Freezing Date on Packaged Fish

Frozen fish packages play a prominent part in the new set of regulations affecting the sale of frozen food promulgated by the San Francisco Department of Public Health, following discussions with members of the frozen food industry.

While the effective date of the regulations was Sept., 1950, the Department does not intend to take any action for a reasonable length of time, it was understood, pending disposition of stocks already in distribution channels.

Some highlights of the order discloses that the label must state if the fish is fillets, slices, etc.; bear an inspection acceptable legend; bear a code number which will reveal the date the package was placed in the original freezer and to further serve the purpose of identifying any specific lot of material as to the original place of packaging.

The regulations have several features which affect distributors and retailers. For example, frozen packaged foods which are to be stored in cold storage plants for an indefinite period shall be stored at a temperature not above 5° F.

All frozen foods which have been in storage for a period of one year shall be subject to re-inspection, and disposition shall be made to comply with the Cold Storage Act of the State of California.

Frozen food cabinets in which foods are displayed for sale shall maintain a temperature of 5° F. or lower. At no time shall the temperature rise above 12° F. at the top of the box.

No frozen food shall be re-frozen after once having been thawed out.

All fish in self-help counters must be completely inclosed in cartons or wrapping or both, so that the products cannot be touched by the shoppers' hands.

All cartons or wrappings containing any food displayed for sale, or offered for sale, must be properly labeled.

Labels within the meaning of this regulation shall include any printing, lithographing, embossing or other marking on labels, stickers, seals, wrappers or receptacles.

Labels shall contain, prominently and informatively displayed, the following:

1. The true name of the products.

2. The type or condition of contents (whether sliced, cut up, fillet, etc.). If more than one ingredient, the word "ingredients" followed by a list of the ingredients, except in the case of products for which definitions and standards of identity have been prescribed by regulations.

3. The name and place of business of the manufacturer, packer, or distributor.

4. An accurate statement of the quantity of contents.

5. All packages shall have plainly marked thereon a code which when interpreted will reveal the date the package was placed in the original freezer and will further serve the purpose of identifying any specific lot of material as to the original place of packaging.

Halibut and Silver Salmon Stocks Held Hardly Adequate

Pacific packers of frozen fish were firm in their position at the end of the year, particularly with respect to halibut and large Silver salmon.

They felt that the stocks of these two principal items were not more than adequate to cover requirements for the spring and Lenten trade.

At presstime one of the principal factors declared that Pacific frozen halibut would not last beyond April 15, and that the month from then to May 15, when new goods could be expected would be a period of definite scarcity.

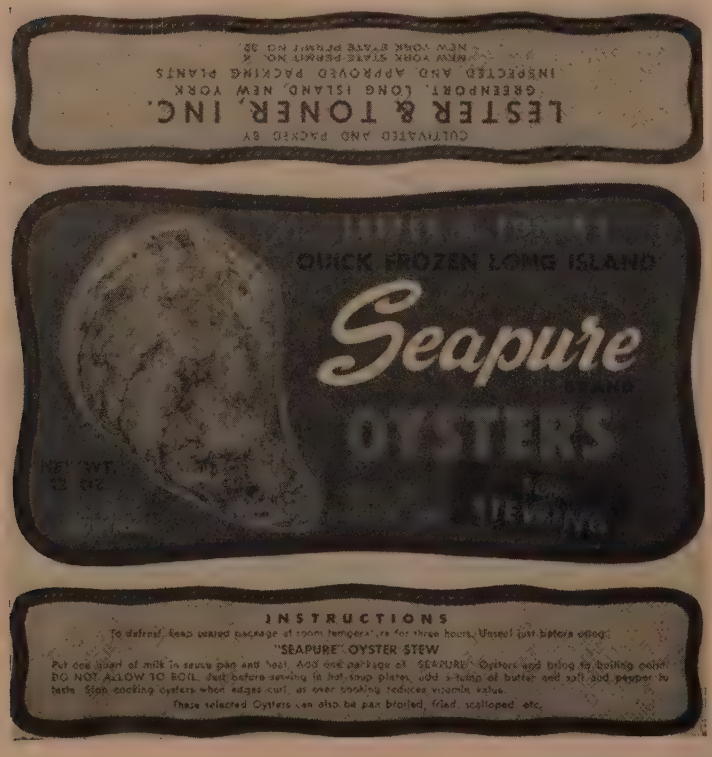
Silvers, on the other hand, would need to last considerably longer, as not much salmon in volume can be counted on before mid-June. Frozen Kings were reported all sold before the end of the year; and Chicken halibut were just about sold out.

The Boston trade has been making a good deal of the fact that Atlantic halibut imports from Davis Strait and neighboring grounds had advanced sharply. However, the impact of these imports centered largely in Boston.

It is estimated that the *east* coast of Canada produced 10 million pounds of halibut in 1950. Of this, 8.8 million was produced in the first nine months by official Canadian figures, and 1.2 million is estimated for the last quarter of the year. In 1949 the first nine months produced only 3.3 million, and the last quarter .9 million for a total of 4.2 million.

In addition to these Canadian shipments, 1950 imports from Iceland, Denmark and Norway ran to 780,000 lbs.

This rather dusty halftone lacks a lot of being as colorful as the four-color—red, yellow, green and black—label which it represents, and which Lester & Toner, oyster growers and packers of Greenport, Long Island, N. Y., apply to their 12-oz packages of frozen oysters. The large panel covers the top of the package and the narrow panels fold down the sides. The "Seapure" 12-oz. frozen oyster packages are shipped 24 to a case, and are expected by Royal Toner, head of the company, to permit large-scale extension of the company's markets on the Pacific Slope.



Canned Sardine Sales Active Into December

The northern California canned sardine market was steady and fairly active during November, and into December, according to observers. Demand was quite good.

Although the Philippines were not in the market, exporters noticed interest in Egypt, Singapore, Cuba and Puerto Rico.

As far as domestic consumption went the southern states have purchased a fair quantity of 15-oz. talls.

Chicago House Handles Noroeste Frozen Shrimp

Refrigeradora del Noroeste, S. A., Mazatlan, Sinaloa shrimp freezing concern, is this season distributing its product in this country through Penguin Frozen Foods, Chicago, according to Pedro L. Pinzon, president of the Mexican company.

To December 1 the output had been 33,000 lbs. daily since the season opened October 29, which is far higher production than last season. This year, in addition to its "Reno" brand, another, "Sunny," has been added. To take care of added needs a new 50-ton ice-making plant is being installed.

Parrott Contracts Shrimp Pack of New Freezer

Parrott & Company, through its Southern California manager of shrimp operations, Van King, Jr., said last month it had contracted to take all the production from the new freezer, Mariscos Tropicales, S. A., Mazatlan. Brands in the 5-lb. block are "Coral" and "Mazatlan."

The company is also receiving half the production of Hielera y Congeladora del Golfo de Cortez, S. A., Guaymas. This plant was completed for the 1950-51 season by Alberto Tirado. It has a capacity of around 10 tons daily.

Westgate-Sun Harbor Backs Publication Advertising

Westgate-Sun Harbor's "Breast o' Chicken" tuna is using a cartoon-charactered car card to back up its national promotion campaign in consumer magazines. The design is available for window banners. In store displays ready-made displays of Breast o'Chicken tuna packing cases in red, blue and green are available for setting up. Recent advertising of Westgate-Sun Harbor tuna tied in with Macaroni week, Oct. 5 through 14th.

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There has been an immediate and consistent acceptance in the markets already opened up for our

3 minute Salmon and Rice Croquettes

Six delicious fish cakes in a 10-oz. tin — ready for the housewife's hot skillet.

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Salmon - Tuna Fish - Sea
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CABLE "NELBRO"

LINE OF MOST RESISTANCE!

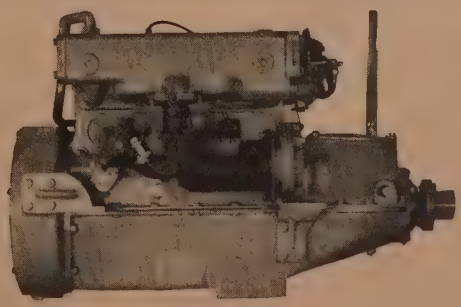
For resistance to the rough handling and hard usage of fishing operations, nothing can surpass high quality Manila rope. Extra Superior Manila rope has earned the respect of fishermen because of its ability to "take it" under all conditions.

TUBBS EXTRA SUPERIOR MANILA CORDAGE COMPANY

TUBBS CORDAGE COMPANY • SAN FRANCISCO SEATTLE

NEW LATHROP LH-MASTER

70 HP. AT 2500 R.P.M.



A brand-new four-cylinder, four-cycle model with over-all length of only 38¼ inches. Cubic-inch displacement: 214. Weight 795 lbs. Write today for full details about the LH-Master or any of our

19 MODELS • 20 to 200 HP. • GASOLINE AND DIESEL

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SINCE 1897 MANUFACTURERS OF RELIABLE MARINE ENGINES

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Electric Plants

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Seattle—Pacific Marine Supply Co. • San Francisco—Thomas A. Short Co. Los Angeles, San Diego—Shepherd Diesel Marine • Honolulu—McWayne Marine Supply Co. • Prince Rupert, Vancouver, Victoria—Edward Lipsett, Ltd.

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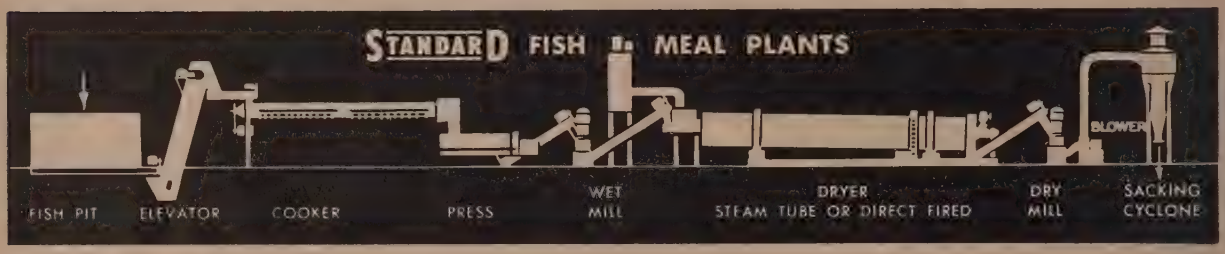

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Fishermen's Packing Corporation

ANACORTES, WASH.

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Canners of

PUGET SOUND SALMON

Our BRANDS

SOCKEYE
"Snow Cap"

COHOE
"Olympic"—"Snow King"
"Green Breaker"

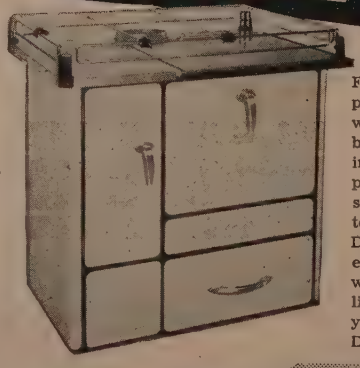
PINK
"Ocean Spray"—"Waterfall"
"Ocean Blue"

CHUM
"Golden West"—"Golden Glow"
"Sea Diver"

Cannery: ANACORTES, WASH.

King of the Galley!

The OLYMPIC OIL BURNING GALLEY RANGE



Four streamlined Olympic models now offered, with fully-concealed oil burner. Have a gleaming porcelain finish . . . polished top . . . plated sea rails . . . yes, they're tough, but beautiful! Designed and engineered especially for oil with NEW space-saving lines. See them at your nearest Marine Dealer!

Washington STOVE WORKS

OLYMPIC
ALASKA
NEPTURE

EVERETT WASH.

Early Winter Crab Canning Is Active

Crab canning on Puget Sound during November and up to the middle of December was exceptionally active for that season of the year — due primarily to marked weakness in the market for fresh picked crabmeat; but also because a limited quantity of canned crab could be sold on a spot basis at $28 per full case, $14 for the 2-doz. case which today is taking the large majority of the production.

Puget Sound fishermen found very fair "inside" production, and canneries generally were active.

The weak fresh market was paying only about 75c per lb. for picked crabmeat, which commanded as high as $1.35 per lb. last summer.

Crab canners were skeptical about continuance of the $28 buying price for the canned article after packing in the coastal area of Washington and Oregon gets fully under way.

The Washington season for coastal crabbing, which hitherto has opened Jan. 1, was advanced to Dec. 15 in order to coincide with the opening in Oregon. It was generally anticipated that virtually all crab canneries in the two states would be active by early January.

Home of the American Freezer Co., Monterey, packers of Seafreeze brand frozen squid and salmon. American Freezer Co. is headed by Steve Genovese, one of the best known figures on th Monterey waterfront, and his partner Joe Lopez. The partners operate a most modern freezing plant, and have buying stations on Monterey's Municipal Wharf, and at Moss Landing on the Maritime Associates Wharf. This season they were very busy buying Albacore for Franco-Italian Packing Co., Terminal Island. On the left may be seen the attractive drive-in retail fish market that the company operates.

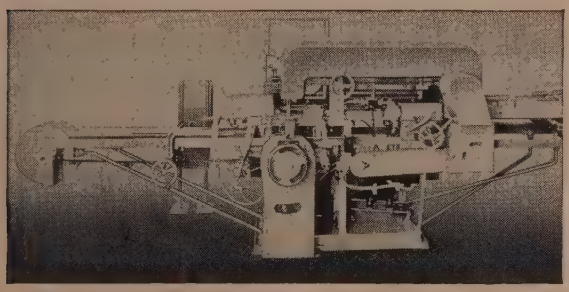
4½c Per Lb. Mexican Tax Laid on Shrimp

The fresh and frozen shimp business across the country in early December was somewhat weak, as buyers anticipated a possible further decline in quotations from the west coast. However, prices were showing a tendency of firming as the Christmas season approached.

The long-anticipated export tax of the Mexican government went into effect around the middle of November, on both fresh and frozen. It amounts to 4¼c per lb. on frozen; 8¼c on fresh.

The tax is based on an ad valorem value of a ton of shrimp landed at the beach, amounting to 6,050 pesos. The tax is 3 centavos a kilo, plus 10 per cent ad valorem, plus 15 per cent surcharge ad valorem.

The new law exempts the frozen product of 80% of the 15% surcharge, thus reducing the overall export tax to approximately 4¼c per lb.



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- **Special oiling system for elevator-well slide permits easy cleaning and oiling.**
- **Virtually a single unit, it is easily transported from plant to plant.**

The FAVORITE

FROZEN FOOD WRAPPER

Fish packers quickly found that for *speed* and quality of wrapping, the Model FF machine is tops! Designed especially for frozen foods, this machine produces a tightly sealed, perfectly registered wrap with any plain or printed wrapping material used for frozen foods. Quickly adjustable for various sizes, and turns out 100 packages per minute with only one operator.

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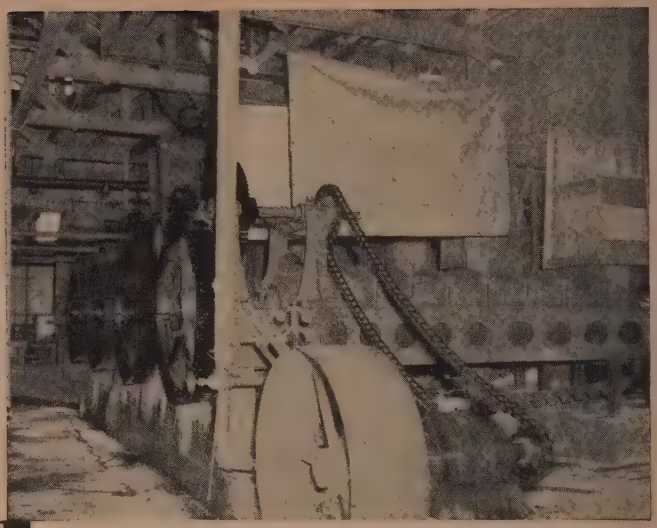

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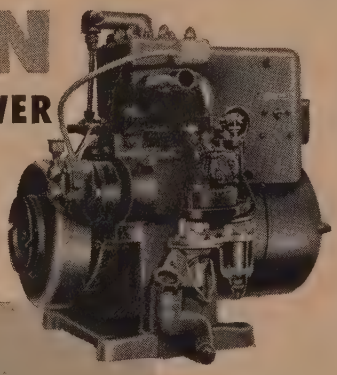

ONAN MODEL
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The "Jim Melton" (left) is one of many work boats equipped with an Onan Electric Plant.

Onan *Marine* Electric Plants provide dependable electric power for lights, bilge pumps, compressors, radio, water systems and other equipment on work boats. Driven by heavy-duty, 4-cycle, water-cooled engines. True marine design with built-in safety features. Compact and easy to install.

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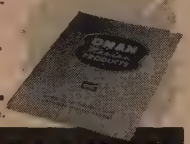

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Prawns, Sablefish and Troll Salmon Concern Pacific Coordinated Research

Possibility that California may have prawn beds of commercial importance was revealed last month at the meeting of the Pacific Marine Fisheries Commission in San Francisco.

In a discussion of the California otter trawling industry, W. C. Ripley, biologist, California Bureau of Marine Fisheries, stated that a prawn bed, estimated to be eight miles long, and a mile and a half wide, had been found about 10 miles off Pt. Buchon, San Luis Obispo county. It is now the plan of the bureau to survey this bed, and others off San Francisco and Eureka, to see if they are potentially commercial. Should they be found so, new regulations as to trawl net sizes would have to be made by the legislature, since the trawl nets now legal have mesh too big for shrimp trawling.

Another highlight of the meeting was the passage of resolutions against the construction of hydroelectric dams on the Cowlitz River by the City of Tacoma, passed by both the commission and by the advisory committee to the commission. These resolutions will be sent to the Federal Power Commission.

The salmon committee of the commission has been commissioned to study water pollution as it pertains to salmon, and if it appears advisable to apply for federal funds to further study pollution of salmon waters.

New officers of the Pacific Marine Fisheries Commission are Robert Jones, Oregon Fish Commission, chairman; Richard S. Croker, chief, Bureau of Marine Fisheries, California Division of Fish and Game, vice-chairman; Robert Schoettler, activing director, Washington State Department of Fisheries, secretary; and H. F. Linse, Oregon State Fish Commission, re-elected treasurer.

The public sessions were opened with a moment of silence in memory of the late David Kyle of Oregon, and Alvin Anderson, director of the Washington State Department of Fisheries, and chairman of the commission for 1950.

Troll Salmon, Sablefish Research Is Emphasized

Reports of the scientific staffs of the three Pacific states, supplemented by informal discussions from Dr. J. L. Hart of British Columbia and C. L. Anderson of Alaska, touched the studies being made of Albacore, trawl fisheries, troll salmon and sablefish populations.

Concentrated and coordinated efforts are being applied to the troll salmon in particular. D. H. Fry of California reported that the rise of the sport fishery in that state was having a very definite effect on trolling, and that a sport catch exceeding 250,000 fish annually was approximately 60% as large as the commercial salmon catch.

Sablefish tagging has been initiated in an effort to establish the degree to which this species is migratory. Determination of the facts in this regard will indicate whether

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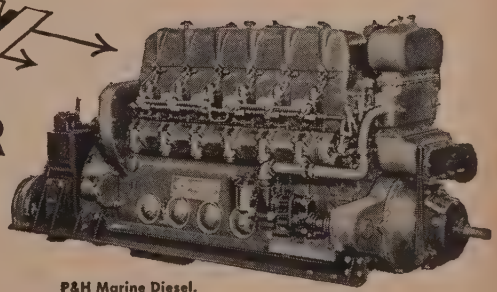

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The new P&H Marine Diesels offer you rugged design — proved performance. They provide new advantages in interchangeability of parts — unmatched ease of servicing.

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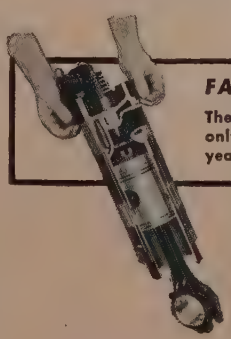

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5 to 36 hp

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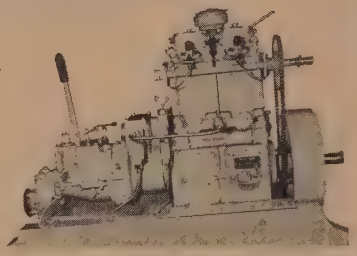
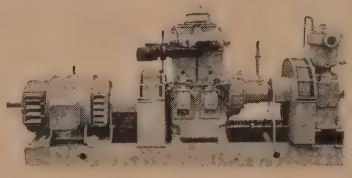
PROPULSION: Petter AV2M—Twin cylinder, 4-cycle, 10 hp at 1500 rpm. Direct drive or 2:1 reduction gear. Optional Auto-Lite electric starting; remote throttle control.



AUXILIARY SETS: Petter AV2—Twin cylinder, 4-cycle, 10 hp at 1500 rpm. Adaptable to any shipboard need—to drive generators, compressors, circulating and general service pumps.



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or not sablefish can be conserved by local programs, or whether the decline of this fishery in some areas calls for a coastwise conservation program.

Mr. Schoettler proposed the name of John Plancich, Fishermen's Packing Corporation, Anacortes, and vice-president of the Puget Sound Canners Association, as an alternate member of the Washington advisory committee. The motion was carried unanimously.

License and Non-Resident Problems Are Postponed

Harold Lokken, manager, Fishing Vessel Owners Association, Seattle, proposed that the commission investigate the matter of having fishing vessel licenses for vessels good all up and down the Coast, i. e., a California license would be good in Oregon, and Washington, and vice versa.

Mr. Lokken also asked the commission to do something about discrimination between resident and non-resident fishermen in the matter of licenses.

It was decided that these two topics were too complicated for the commission to take up in the limited time remaining in the sessions, and the matters were put over until the next meeting.

Jay Hendrickson Named C.R.P.A. Vice President

Jay D. Hendrickson, general superintendent of the Columbia River Packers Association, Inc., in October was advanced to the office of vice president.

William B. Wootton, who has been a vice president of the company for a number of years, continues in that position.

Mr. Hendrickson was formerly with the American Can Co., joining the Columbia River Packers Association in 1938 as superintendent of its floating cannery *Memnon*.

Dead Master Found At Wheel of Craft

When the master of the *Carrol L* saw the *Mable C* aground in the outer harbor of Elfin Cove the afternoon of Nov. 1, he investigated to find its owner, Jesse E. Shelley of Juneau, dead at the wheel. Apparently the owner of the 36-foot fishing vessel had suddenly been stricken while under way.

The *Mable C* with her dead master were towed into the inner harbor at Elfin Cove. The boat was slightly damaged.

Mechanism of Defense Fishery Administration Set in Motion

Mechanism of the Defense Fisheries Administration, which will control and coordinate fishery *production* under a defense economy, was being shaped and activated at presstime late in December. This agency has been delegated to the Department of the Interior by the Department of Agriculture. The latter agency, it should be noted, retains control over *marketing* of fish products.

A. M. Day, director of the Fish and Wildlife Service, has been designated administrator of D.F.A. His deputy administrator will be Milton C. James.

Third in line is Fred F. Johnson, program director, with Leroy S. Christey as his assistant.

All of these men are well known to the national fisheries industry, having played important parts in fishery administration for a number of years, and particularly during World War II.

First function of DFA anticipated by Mr. Day is "trying to keep the fishing industry supplied with steel, copper, brass, aluminum, fibres and other strategic materials and facilities, *as well as manpower.*"

He said also that a basis will be laid "for setting production goals, estimating potential food supplies, developing estimates of the industry's needs for scarce materials, and for determining the desirability of fish allocation and concentration programs."

He said that concentrations similar to that applied in salmon canning; and allocations, as formerly applied in the halibut and sardine businesses, would "again be placed in action, if needed."

Calpack Moves Offices

General offices of California Packing Corporation, San Francisco, were moved recently from 101 California street, where they have been established for many years, to a new location at 215 Fremont street, San Francisco 19. Telephone Sutter 1-7760.

Arthur DeFever, naval architect, whose latest vessel is the *Cape San Vincent*, announced in December the establishment of an office in the Johnson Western Building, 2100 Wilmington-San Pedro Road, San Pedro. Mr. DeFever was formerly associated with the firm of Wilvers & DeFever as partner. He also maintains offices in San Diego in the Spreckles building and plans to announce a new permanent location there within a few months. The *Cape San Vincent* left Tacoma Boat Building yard in December for San Diego, from which port she will fish under the command of Vincent Gann.

Minesweepers Awarded To Tacoma Boat Yard

Award of contract for an undisclosed number of an undisclosed type of naval minesweepers to the Tacoma Boatbuilding Co. was announced in Washington Dec. 11.

The Navy announced that 18 minesweepers would be built by four yards, of which the Tacoma establishment was one.

Geo. D. Conrad Dies

George D. Conrad, son of D. V. Conrad, manager of the Tacoma Marine Supply Company, died late in November after an extended illness. Conrad was the skipper of the fine troller *Gay Wind* and was well known in the troller fleet.

He was born in Seattle and was one of the few fishermen holding deep sea papers as a ship's officer. He had sailed in the Merchant Marine from 1941 to 1947.

Westgate-Sun Harbor Plant Suffers Fire

A spectacular general alarm fire threatened the plant of Westgate-Sun Harbor Co., Monterey, last month.

The blaze apparently started in the boiler room, and did some $50,000 worth of damage before it was stopped.

The showroom of the Fish Center, Richmond, Calif. At the left is a marine display on ice of whole fish, as well as Miramar frozen shrimps. In the center is the attractive and novel counter designed by Harold O. Caddell, owner of the Fish Center. It is built of stainless steel and glass.

Flair for Fish

Richmond Fish Center Proves that Zest and Merchandising Pays

Quality, cleanliness and smart merchandising have built the Richmond Fish Co.'s Fish Center, Richmond, Calif., into one of the West's most successful retail fish businesses. Every day is fish day at the Fish Center, not just Friday.

The men behind the venture, Harold O. Caddell, owner; and T. G. "Tom" Pappalardo, manager, are just as interesting as their market.

It is Harold's first venture into the fish business, unless you except the summers he put in tuna fishing on clippers out of San Pedro while he was studying business administration at the University of California at Los Angeles. He specialized in marketing, and after graduation was with the Los Angeles Chamber of Commerce for a while. Then came the war and Harold found himself in the Navy in naval air transport supply.

By this time he figured that he would like to be in the retail fish business so he made a thorough study of locations in California. Richmond looked good to him. Before the war there were 30,000 people in the area. During the war the population rose to more than 100,000. Instead of decreasing after the war, the population rose to 110,000 and is still growing.

Cleanliness Comes First

Harold found a little fish stand in a food market, and figured that was a good place to start. The first thing he did was to clean it, sterilize it, repaint, and redecorate. He modernized the display of fish, and set a high standard of quality immediately, and maintained it daily.

As a merchandising gimick he added a tank of live fish, which attracted attention. Finally he was selling more fish than the food market was selling meat and groceries, and that's when he decided to get out and start the Fish Center.

Tom Pappalardo has been in the fish business all his life. His uncle, Santo Pappalardo, is the head of the Boston Fish Market, Boston, Mass., and Tom's father, Frank, now deceased, was associated with Santo in that business.

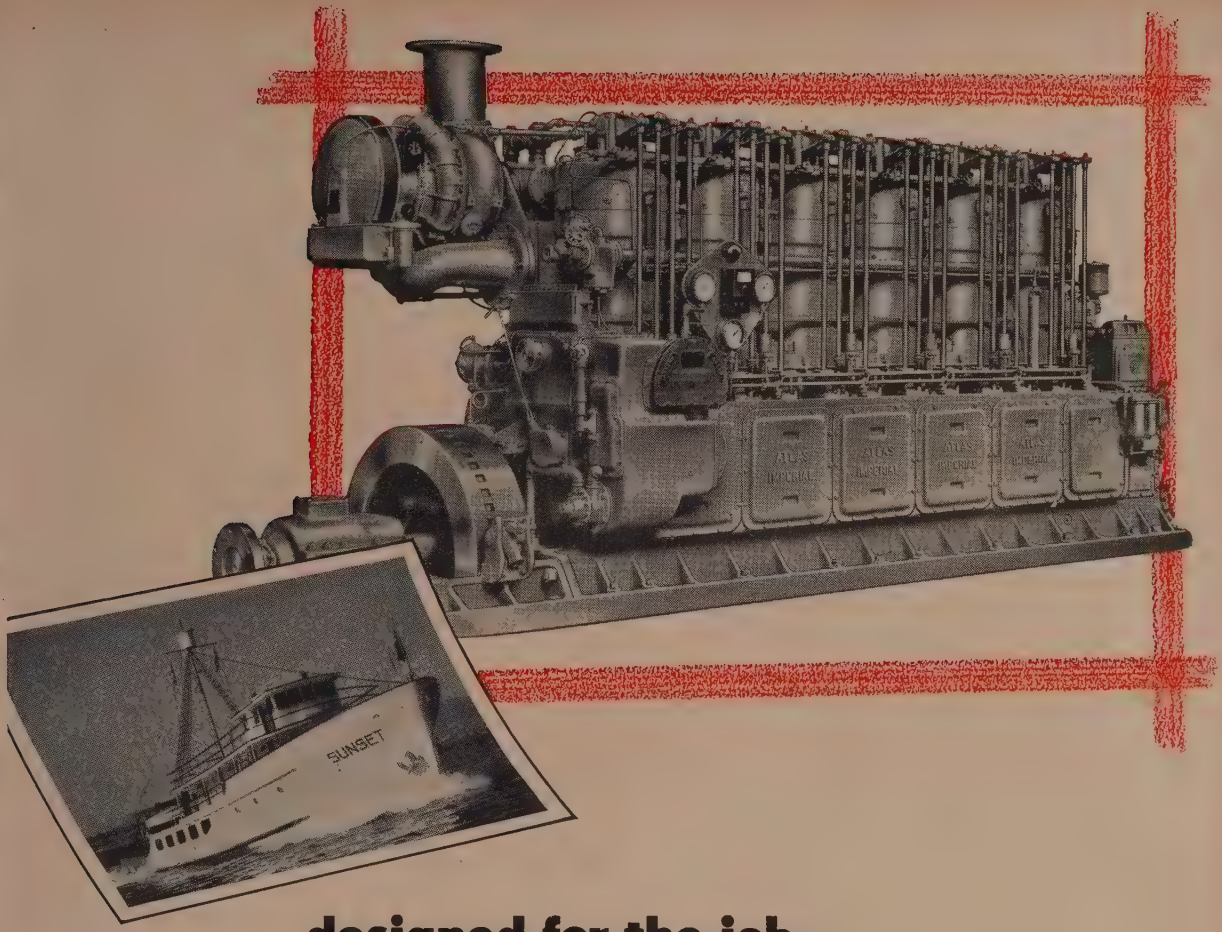
Tom started in when he was 12 years old, working with his father and uncle. After being manager of a super-market in Boston, where there was a 65′ counter devoted to nothing but sea foods, and where they handled 5 tons of sea foods weekly retail, Tom came West in 1937. He became associated with the American Fish & Oyster Co., Oakland. Then came the war, and Tom found himself fighting with the Marine Corps in the South Pacific.

When the war was over he came back to Oakland and went to work for the American Best Fish Co.

Sanitation and Refrigeration

When Harold organized the Richmond Fish Co., Tom went to work for him. The other member of the regular staff is Mrs. Margaret Ford, clerk.

Looking around for a location for his Fish Center Harold picked 10th,



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When you lower a Superior or an Atlas engine into your boat, you're powering-up with a sea-going engine. It's designed for the job . . . isn't a land-lubber engine that's been jury-rigged for marine service.

Both Superior and Atlas engines are the time-tested, sea-proved 4-cycle design . . . long on service, economy, dependability . . . short on trouble and tinkering. Both engines are backed by a combined 100 years of engine-building experience. And they're backed by our continent-wide service and parts organization.

You can get the Superior or Atlas engine you want in the horsepower you need. Write for bulletins and the address of the Superior-Atlas branch near you.

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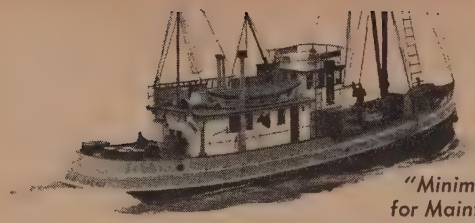

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From plenty more BEST BOATS AND SMARTEST SKIPPERS on the Coast you'll learn why LISTER-BLACKSTONES ARE BEST BUYS and BEST SERVICED AND DISTRIBUTED. 3 to 480 h.p. propulsion and auxiliary.

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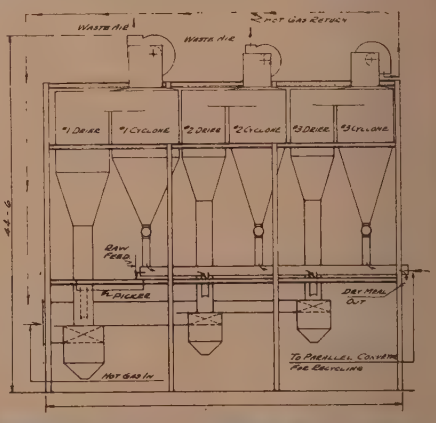
Offering a new and revolutionary AIR LIFT DRIER to solve meal drying and de-odorizing problems. Now being installed in fish plants throughout the world.

NO BURNING! NO SMOKE! NO ADORS!

Now made in 5 Stock Sizes—2½–5–10–15–20 tons per hour. Protein yields are up to 8% above conventional drying methods—conserves floor space. One motor, one moving part.

Illustrated here is a 25-ton low temperature drier—a 3-stage unit which has an evaporation capacity of 40,000 lbs. moisture per hour.



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This helpful folder explains the nature of galvanic corrosion, gives the useful galvanic series table, and explains how marine corrosion losses may be reduced.

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just beyond McDonald ave., one of the busiest intersections in Richmond. Here he had a most attractive building erected, with plenty of free parking space. It opened March 28, 1950.

The outside is of brick, and the inside is well lighted with fluorescent lights. The walls are coated with paint containing DDT to keep down the flies, also a large fan at the door helps keep these pests out.

To add to the attractiveness of the interior Harold retained Cy Dufilho, a well known muralist, to paint humorous marine scenes on the wall.

Fish Center's facilities consist of a large workroom in back of the showroom. Here are filleting tables, a flake machine, a cold storage room, sharp freezing room and two Baker ice machines.

Cleanliness is really practiced at the Fish Center. The fresh fish is picked up every day by the company's own truck. When it arrives at the Fish Center it is carefully inspected and then re-iced with flake ice.

Each day is taken by itself. "We don't over-stock," says Harold. "We would rather run out of some item than have to keep it over. As a matter of fact, we have never had a bit of merchandise returned since we opened for business."

At the end of the day all fish is removed from the counter, and the special aluminum alloy pans are washed, sterilized, dried and put away. The old flake ice is removed from the counter, the floor is then washed and sterilized.

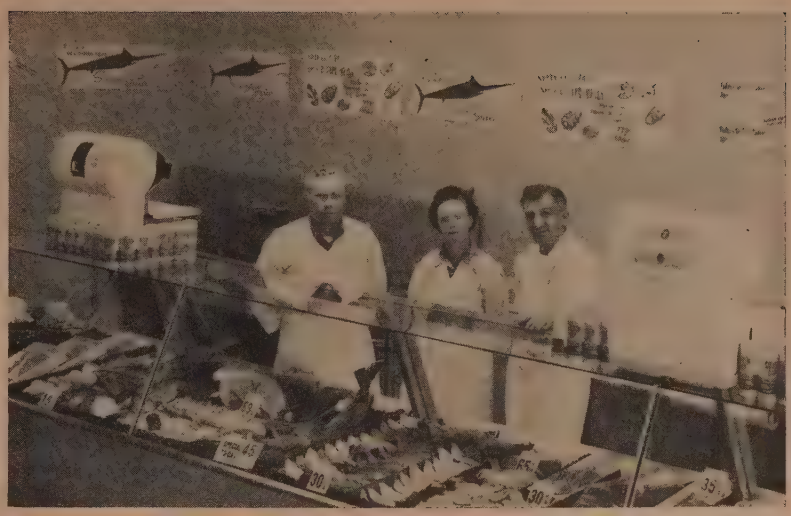
Showcase is Special Job

The 30′ showcase, of stainless steel and glass, was designed by Harold and built to order. It is insulated with 4″ of cork, and no refrigeration except flake ice is used. A 1½″ drain pipe takes care of water from melting ice.

Harold and Tom claim that flake ice keeps the fish from drying out, and keeps the goods looking moist and attractive.

The case is built without grooves, sharp corners, etc., where scales and slime can collect. The whole frame of the case can be removed from the rear so that on the busiest days it can be used as an open case. "We can handle three times as much fish from this counter, as from the conventional counter," says Harold, "because of the easy access the clerks have through the large openings."

The fresh fish is laid out in special alloy pans which hold the cold very well, and which are easy to clean. The pans are on a slope on the flake ice, and as the juice collects at the low edge of the pan it is cleaned out, so that the pan of fish never looks messy. When a pan is emptied a fresh pan is immediately put in the case.



Staff of Richmond's Fish Center, left to right: Harold O. Caddell, owner; Mrs. Margaret Ford, clerk; and Tom Pappalardo, manager. Note the point of sale advertising featuring oysters and swordfish, as well as the attractive and immaculate show case.

Merchandising Sells Fish

"Okay, Harold, you've told us about quality and cleanliness. Did you say something about merchandising?" asked the PACIFIC FISHERMAN field editor.

"We don't sell fish and sea foods—we merchandise them," replied Harold. "First of all we realize that there are a lot of people in our area from other parts of the United States. We cater to their tastes by selling the fish they were used to back home. Haddock fillets, oysters in the shell, soft shell crabs, New England lobsters, pike, pickerel—we've got them.

"As a customer service we ship California crab or other California specialties all over the country.

"By using the Richmond newspaper and radio, by using the point of sale and advertising helps put out by the National Fisheries Institute, and the distributors of prawns, oysters and swordfish, we are bringing home to the people of our trading area that we have fresh fish *every* day, not just Friday. We tie-in with the national campaigns of sea food producers, and as a result of all this our customers are eating more fish weekly. They come in two or three times per week to buy sea foods, instead of just on Friday.

Cooking Suggestions Offered

"Our whole staff is trained in suggesting menus. We point out to our customers that there are FOUR other ways of cooking fish beside just frying it.

"An important part in keeping the business a week 'round one, instead of a Friday business, is to keep the counter filled, or at least looking full," said Tom. "We use moss, shells and sea weed to keep the counter looking full, even when fish is scarce."

Speaking of shells, the boys found that their customers were so interested in the shells they used for window dressing that they now keep a stock of them on hand for sale.

Beside sea foods, adjuncts such as tartar sauce and sea food cocktail sauce, made on the premises, are sold.

All Fish are Wrapped In Paterson Parchment

The merchandising at Fish Center doesn't end when the customer's money is rung up on the cash register, though. It goes right home with her, for before the final wrapping of butcher paper is put around the purchase, the sea food is wrapped in Paterson Parchment Paper.

"This wrapper of Paterson Parchment Paper," says Harold, "serves a number of purposes. It keeps the fish juice from leaking on the way home, it can be used in re-wrapping the fish at home, should some be left over. But the final merchandising use is that it is printed with a picture of the Fish Center, our address, and a suggestion that the wrapper can be used as a dish cloth."

Among the sea foods sold by the Fish Center are: Ho-Ma shrimps and Golden Dipt breading, distributed by Norfish Sales Co.; Ocean

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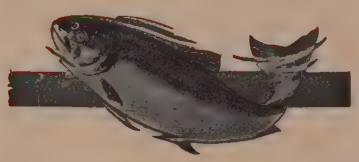

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Fishermen enjoy full protection with day-long comfort in this lightweight, special Ball-Band Vac quality boot. Buy Ball-Band for honest boot value.

TRADE MARK

Look for the ® Red Ball on the Boot

BALL-BAND
MISHAWAKA - INDIANA

Garden fresh frozen shrimps, distributed by Reinke & Amende; Miramar fresh frozen shrimps and Olympia oysters distributed by Washington Fish & Oyster Co.; swordfish and Southern Seas brand fresh frozen shrimp, distributed by Wilbur-Ellis Co.; Pearl brand cod fish, distributed by the Union Fish Co.; and fresh sea bass, barracuda, mackerel, etc., San Pedro Fish Co.; fresh fish, crabs, and the new 1-lb. consumer size fresh frozen fillet of sole, fillet of rock fish, perch, etc., produced and distributed by A. Paladini Inc.

"Come back and see us in a couple of months," said Harold and Tom as the PACIFIC FISHERMAN editor left. "We're planning on some improvements. We're going to have a 32′ stream four feet wide and 18″ deep stocked with cat fish, carp and other available fresh water fish. The customers will be supplied with nets and they can catch their own fish."

"In the back of this stream will be a 32′ tropical fish tank. In the store window will be a 1 x 2 x 1½′ trout tank, and at the side of the showroom will be a 4 x 8′ marine display with unusual catches from the A. Paladini boats."

Trap-Seine Prohibition Goes to Highest Court

Oregon's initiative act prohibiting drag seines and fish traps in the waters of the Columbia River will be tested in the United States supreme court, it has been announced.

Appeal from an Oregon supreme court decision rendered in September was taken in the case of Peter Anthony vs. the Oregon Fish Commission.

Third Parties and Free Rides In International Fish Projects

"International bodies . . . are the only instruments currently available to us for actually doing something in terms of fishery management. They must be armed with something resembling sovereignty . . ."

"The question of what is to happen when a third party, unfettered by any treaty obligations, threatens to take a free ride is always looming on the horizon. It has not yet become a concrete issue, although there have been threats in that direction. The issue should be met when and if it arises."

These two statements, made formally at the dedication of the Fisheries Center of the University of Washington late in November by Milton James, assistant director of the United States Fish and Wildlife Service, may be taken as a statement of the current position of that governmental agency.

Awareness of the international problems inherent in high seas fisheries, and of the fact that oceans are a national *right*, and not to be dismissed merely as a commercial activity for the production of food, was shown by Mr. James throughout his address, which he introduced by saying:

"From here on the fisheries will be demanding increasing attention from every nation which has a coastline . . .

"If we had no other international problems whatever, we would still be faced with more intense international fisheries problems."

"International competition will have its effect, and force increasing attention to international management of high seas fisheries even though depletion of fish populations might not be a dominant factor."

"The most valuable fisheries in the world are those outside the reach of any single nation to control or conserve exclusively. They will need controlling and conserving if they are to serve mankind. . . . The logical alternatives are either indifference and chaos or joint collaborative multi-national study and investigation leading to control and conservation. Please note that I make no reference to exclusion."

A 30-year career with the Canadian fisheries department on the British Columbia coast ended recently when *Capt. Llewelyn Shepphard* retired as master of the patrol vessel *Laurier*. Retirement of Captain Shepphard resulted in *Capt. Walter Redford* taking over command of the *Laurier*. *Capt. C. W. Earnshaw*, now on the *Kitimat*, moved to the patrol vessel *Howay*, and *Capt. Ray Chester* moved up from first officer on the *Howay* to take command of the *Kitimat*.

Fisheries-Building Budget Proposed For Washington

Capital investment in a program of rebuilding the salmon fisheries of Washington is contemplated in a $4,633,000 budget submitted by Robert J. Schoettler, Washington's acting director of fisheries. The program was largely worked out by the late director A. W. Anderson before his death.

This is $2.8 millions over the present budget. Principal items of increase are $1.65 millions capital investment for rearing ponds and propagation stations; $173,000 for fishways and stream improvement; $595,000 for research.

Mr. Schoettler proposed his budget as a "challenge" to the legislature of the state to do its part in rebuilding its fisheries, both sport and commercial, to the full potential.

Mackerel Pack Crowds Top

California's canned mackerel production for 1950 was one of greatest in its history, with the exception of 1935's 1,761,236 cases, and possibly 1947's 1,522,197. The probable 1,500,000 cases for last year was made possible by Monterey's sensational production of 280,000 cases, mostly Jack, in September, boosted the final totals.

Throughout the year, deliveries of Pacific were short all along the California coast, with the result that the opening f.o.b. quotation of $6.50 remained firm throughout the year except in late spring, when the wholesale price dropped to $6.25, but quickly recovered.

Jack on the other hand, was in a downward spiral all year. In late 1949, Jack was offered at $5.75, talls, but steadily declined, as the pack mounted in volume, until in December $5.00 had been reached, with much of the September Monterey pack going as low as $4.50.

The Jack label, however, which replaced the hard-to-sell "Horse" designation, is becoming more and more accepted in mackerel's only real market, the southern states, and with the price differential, packers and brokers alike believe it will enjoy a healthy sales expansion as time goes on.

MANUEL SERPA is the new managing owner of the *Irene S*, a San Diego tuna clipper better known as *Sea Hound*. Her name was changed last month. *Joe S. Basinger* recently bought the *Cora Ann*, which was originally built for *West Williams*. *O. V. Berggren*, partner with Basinger has become skipper while the latter continues to run the *Aztec*. *William Fair*, skipper of the *Balboa* is another partner.

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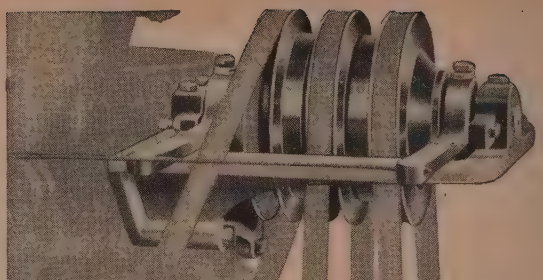

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Members of the newly formed quarter century club at Ederer, Inc. Their combined services with this company total 473 years in the ancient occupation of net making. Clarence Ederer stands in the back row, fifth from the right.

Clarence Ederer Establishes Quarter-Century Club

A "red letter" day for Ederer Incorporated of Philadelphia came recently when Clarence Ederer inaugurated a Quarter Century Club, which was celebrated with a gala banquet for the 16 employees who have spent 25 years or more and are still active with the firm. Each guest was presented with a beautiful wrist watch engraved with initials, length of service and firm's name. Aside from those who attended the newly formed quarter century club, tribute was also paid to their three pensioners — W. T. Ingham, who spent 45 years with the company; John Gilmore with a 40-year record and Herman Fredericks, who worked at the plant for 26 years. Those in attendance were: Wm. A. McBride 37 years, Jane Dugan 30 years, Catherine MacKell 25 years, Luigi Forti 26 years, Leonard Mazzeo 29 years, Carmela Curcurto 29 years, Frank Fedele 30 years, Catherine Seaver 26 years, Jennie Malarzerka 27 years, John Mattos 26 years, Rose Galeone 25 years, Michael Citrino 25 years, Elizabeth Chicco 25 years, Wm. Weber 26 years, Anna Smaron 25 years, Katie Rozinska 25 years.

Clarence Ederer, president of Ederer, Inc., and host for the banquet, has been affiliated with the firm for 37 years, during which time aside from his many administrative duties he found time to serve 10 years with the Pennsylvania legislature. The combined experience of these faithful employees have greatly helped in establishing Ederer Inc., as leaders in the production of linen and cotton fish netting.

EUGENE CABRAL, skipper of the San Diego clipper *Star of the Sea*, was flown home recently by U. S. Coast Guard plane from Manzanillo, Mex., ill. *Frank Sulva*, co-owner and engineer, took over as temporary captain.

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Heavy Crabbing Swings Price to "Fluid" State

Eureka crab fishermen and plant operators were beginning to talk of a record season as crabs continued to flood the docks and keep picking and packing lines at top capacity to keep up with the influx.

Operations began to hit their full stride around Thanksgiving time, and the final week of November found boats coming into Humboldt Bay with capacity cargoes almost every day through the initial week in December, with only occasional periods of rough weather cutting into the activity.

Quality of the crab was the subject of considerable debate along the Eureka waterfront, with many claiming that the early-season catches are not up to the standard normally attained after the first of the year, when the crabs along the northern California coast reach full maturity. Others maintained that any deficiency in meat content was more than made up for by the delicate texture and flavor of the early season landings.

The price situation at Eureka could only be described as extremely "fluid," ranging from a low of 6½c at some plants to a high of 10c for selected crabs. It was anticipated, however, that the price situation would become stabilized as the season advances, but no one would predict the probable figure.

Burnette Again Heads Sardine Research Group

Julian G. Burnette, Richmond Fisheries, San Francisco, was re-elected chairman of California's Marine Research Committee at the group's last meeting in the Terminal Island laboratory of the Division of Fish and Game.

Also re-elected with Mr. Burnette were Vice-Chairman Don T. Saxby, California Packing Corporation, and Secretary Richard S. Croker, Bureau of Marine Fisheries, Division of Fish and Game.

It was voted by members to request a tentative 1951-52 budget of $140,000 from the state legislature for continued sardine research. The nine-man committee is coordinating sardine and allied studies made by four state and federal agencies.

Harbor Shellfish Plant Opens Wrangell Operation

A new industry began in Wrangell last fall when the Harbor Seafoods, owned by Ben Engdal and Harry Sundberg, began packing crab.

The crabs are being frozen in 1 and 5-lb. cans. Later on it is planned to can them in half-pound cans. Eight shakers were employed to begin with, and the number may be increased in the future.

Kenneth Dolan, skipper of the *Thomas E.*, is supplying the cannery with crabs. Other boats are also getting ready to go out.

Harbor Seafoods also cans shrimp. They employ a crew of 38 pickers and have two boats fishing for them; namely, the *Marcel*, owned by Martin Nore, and the *Mrs.*, owned by George Sumption.

San Xavier Cans Tuna

San Xavier Fish Packing Co., Monterey, one of northern California's first tuna canneries, put up its first pack of local caught Albacore in a number of years this season.

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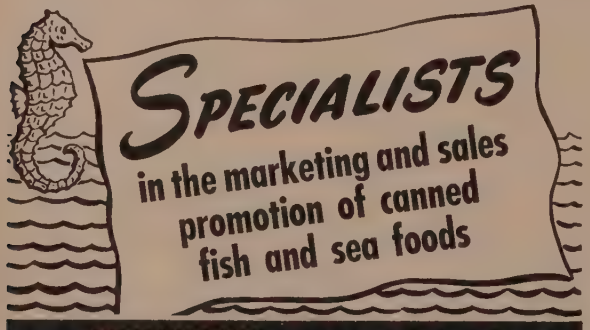

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LINES and LEADERS

Four New Nordberg Engines Are Announced

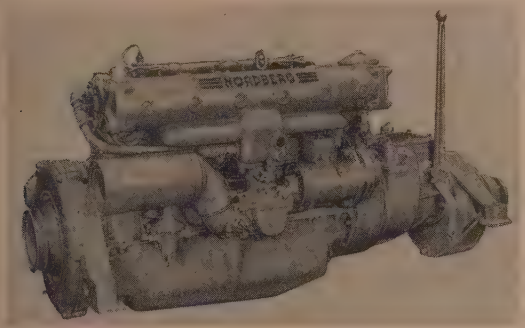
Four new models of Nordberg gasoline marine engines, the Bluefin, Arrow, Marlin and Knight have been announced by Nordberg Manufacturing Company.

Built to the same high standards of economy and dependability associated with Nordberg gasoline marine engines, the Bluefin, Arrow, Marlin and Knight are designed to give the greatest propulsive efficiency for a wide range of craft. Numbers following model names designate the cubic inch displacement of the enginess which are rated as follows:

Bluefin ..... (230)— 80-hp. at 2500 rpm.
Arrow ..... (230)— 95-hp. at 3200 rpm.
Marlin ..... (320)—110 hp. at 2500 rpm.
Knight ..... (340)—145-hp. at 3200 rpm.

All Nordberg gasoline marine engines are available for direct drive in ratios of 1.88 and 2.44 to 1, and the Arrow, Marlin and Knight are also offered with reduction gear ratios of 3.32 and 4.12 to 1. Thus Nordberg gasoline marine engines are applicable for commercial fishing and work boats, cruisers and runabouts.

Nordberg gasoline marine engines are equipped with engine lubricated planetary-type reverse gear and internal helical gear-and-pinion type reduction gears.



Manifold side of the new Nordberg "Knight" marine engine, rated 145-hp. at 3200 rpm.

To give additional source of power for winches, generators, pumps, etc., the flywheel is machined to take front clutch power take-off or flywheel sheaves as optional.

N-C Alaska Coast Stations To Service Western Gears

Establishment of complete parts and service facilities for Western Marine Gears at the Juneau and Ketchikan branches of Northern Commercial Company has been announced jointly by Ray Whelan, marine service representative for Western Gear Works' Seattle plant and Truman Sage, manager of Northern Commercial Company's machinery division.

"The increasing number of fishing vessels equipped with Western Machine Gears and operating in Alaskan waters," Whelan stated, "makes it important that a complete line of Pacific-Western Reverse and reduction gear parts be made available to them in that area. With Northern Commercial Company's well-stocked branches at Juneau and Ketchikan no fisherman need fear expensive lay-up time when vital parts are needed."

Sage stressed the fact that the Juneau and Ketchikan branches would provide rapid and efficient factory-approved service and repair in addition to maintaining adequate stocks of all Western Marine Gear parts.

"Northern Commercial," Sage said, "is glad to be able to give this added service to the fishing fleet. Ernie Whitehead, our Juneau branch manager and Mel Roe, branch manager at Ketchikan, will see to it that fishermen needing parts or service for Western Marine Gears will get what they ask for in a hurry."

Whelan added that stocks of replacement parts for Western Marine Gears would also be maintained in Vancouver, B. C., by Engineering & Machinery Ltd., Pacific-Western representatives in that city, for rapid disbursement to engine dealers and repair agencies.

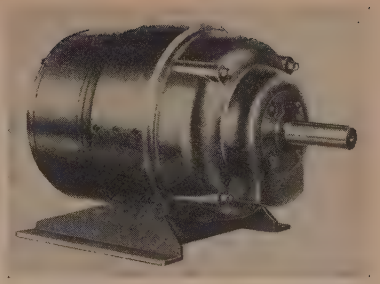
Chris-Craft Offers Eight New Engines for Fishermen

Chris-Craft Corporation of Algonac, Mich., offers in their line of marine engines for 1951, eight new power plants ranging from 60 to 160 hp.

Various reduction drives are available for most models, and are designed to meet each fishing boat owner's individual requirements for economical power.

Through years of engine and boat building experience, Chris-Craft marine engineers have designed a rugged, dependable engine to give maximum economy under all conditions and yet be compact and light in weight requiring a minimum amount of space.

Among other features are included centralized suspension mounts with tension rubber cushions, controlled operating temperatures, thorough pressure lubrication and non-drip carburetors for safety precautions.



D. W. Onan & Sons' new 2,000-watt variable speed generator specially featured at the start of 1951.

Onan Features New Variable-Speed Generator

The new Onan 32-volt marine generator and control package specially designed by Onan engineers for fishing vessel engine rooms is an electrical item of special current interest to Moore McKinley of Fremont Electric Co., Seattle.

The new 32-volt, 2000-watt generator, with its wall-mount control, charges 32-volt, 16-cell lead batteries regardless of variations in driven speed within the range of 1000 and 3000 rpm. The generator starts charging at approximately 900 rpm and delivers its full 50-ampere output at about 1100 rpm.

This new, easy-to-install, two-bearing generator is of the shunt-wound type designed for either belt-drive or flexible coupling. Approximate dimensions of the generator: 18¾" long, 11½" high and 11½" wide.

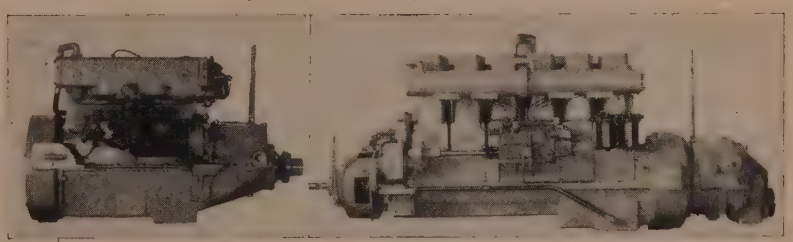
Encased in a welded sheet metal cabinet, the generator control includes these features: Automatic voltage regulator, which serves also as current limitor, reverse current relay, D. C. ammeter, replaceable cartridge fuse, marked terminals, ventilating louvers and ventilated resistor box.

The voltage regulator and current limitor provided in this wall-mount control automatically protects the generator and the 32-volt batteries at all speeds up to 3,000 rpm and maintains the established charging rate even when the speed changes.

Compact Power Features New Lathrop Models

A lot of power in a little space. This is one of the many features of the Lathrop Engine Company's brand new LH-Master marine engine, one of two new power plants being highlighted by the 53-year-old company in 1951. The compact four-cylinder, four-cycle LH-Master has an over-all length of only 38¼ inches. It delivers 70 hp. at 2500 rpm. with a 214 cubic-inch displacement, making it ex-

On the left—The new model Lathrop IH-Master gasoline marine engine. This four-cylinder, four-cycle power plant is only 38¼" in overall length yet delivers 70 hp. at 2500 rpm. On the right—The new model Lathrop D-100 diesel marine engine, now in actual production, is a six-cylinder, four-cycle engine producing 100 hp. at 1000 rpm.



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ceptionally well suited for fishing boats where space is at a premium.

Another addition to the long line of Lathrop gasoline and diesel engines is the new D-100 diesel. This engine, first announced about a year ago, is now in actual production. It is a six-cylinder, four-cycle marine engine rated at 100 hp. (continuous duty) at 1,000 rpm.

Also responsible for Lathrop's reputation for long-lasting marine engines are the famous Mystic, Standard and Engineers' models. In all, the company produces 19 models, from 20 to 200 hp.

R. W. Phillips Advanced In Detroit Diesel Sales

The appointment of Robert W. Phillips as assistant to the marine sales manager of the Detroit Diesel Engine Division of General Motors has been announced by V. C. Genn, General sales manager of the division.

Phillips comes to Detroit Diesel from the Maritime Commission where he was assistant chief construction supervisor on the new superliner *United States*. He has also held executive sales and engineering positions in several maritime organizations and shipbuilding corporations.

In his new capacity Phillips will be assistant to W. C. Gould, marine sales manager.

Bendix Bilge Installation Gives Satisfactory Results

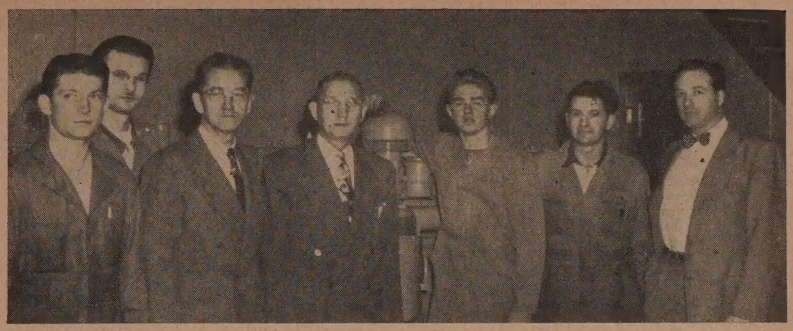
Completely satisfactory operation of depth recording equipment by merely mounting the transducer unit in the bilge has been announced by Pacific Division, Bendix Aviation Corporation, North Hollywood, in connection with all models of the Bendix Depth Recorder.

This simplified installation eliminates the necessity of dry docking the vessel and cutting a hole through the hull. The entire installation can be completed in a matter of two hours.

Fishermen who have already used the equipment point out that they have been able to take immediate advantage of the Bendix as a fish finder without the penalty of hauling their boat and losing valuable time in the middle of the fishing season. Some plan to install a sea chest for the transducer when the boat is pulled at the end of the season.

The Bendix announcement indicates that the simplified installation wherever made in a vessel with a conventional wooden hull will produce satisfactory results with any Bendix model. These models range from 50 feet to 400 fathoms. Ability of the Bendix instruments to produce these results without actual contact with the water is due to the recently perfected magnasonic transducer coupled with the extra power produced in the recording unit.

For complete information write the factory.



Snapped by a P.F. field editor on the recent visit of Paul Schnetzsky, vice-president and sales manager, Murphy Diesel Engine Co., to the Pacific Coast, with the staff of Oswald Machine Works, San Francisco, Murphy diesel engine distributors in northern California—left to right—Rolf Larsen, Charles E. "Bud" Oswald Jr., Leo Oswald, Charles Oswald Sr. (Leo and Charles are partners in Oswald Machine Works), Dick Oswald, Bob Oswald and Paul Schnetzsky. Mr. Schnetzsky had a lot to tell the Oswalds about the new vibrationless 4-cyl. Murphy diesel engines for fish boats. He said that now Murphy builds an engine up to 205 hp, many purse seine boat owners and prospective owners, had shown a lot of interest in Murphy diesels.

New Diesel Engine Booklet Offered By Murphy

A new 28-page booklet entitled *"10 Questions to Ask a Diesel Engine Salesman* is being offered by the Murphy Diesel Company, 5301 W. Burnham St., Milwaukee 14, Wisconsin. The booklet asks and answers 10 questions pertaining to diesel engine design and gives full mechanical details on the Murphy diesel line of engines.

MILTON D. CRANE has succeeded *Jerry Gilmore* as manager of the Seattle office of *Bludworth Marine*, manufacturers of direction finders, depth sounders and radio telephones. Crane is an electronics technician with considerable experience in communications equipment of all kinds as well as industrial electronics devices. Before joining Bludworth Crane spent a number of years with the Army communications system both in Seattle and in Alaska. Prior to that time he functioned as an electronics technician with the Bethlehem Steel Company in Bethlehem, Pennsylvania.

T. C. SWAFFORD, sales engineer formerly in the Seattle office of DeLaval Pacific Co., has been transferred from there to cover the southern California area. Mr. Swafford will make his headquarters at 124 West Fourth St., Los Angeles. Phone: MAdison 1715.

Continental Can Company's new $1,250,000 Portland, Ore., can manufacturing plant is now in operation, servicing the needs of the constantly growing canning and packing industry in the Portland area by producing a wide variety of containers for fruits, vegetables, fish and dog foods, Hans A. Eggers, president of the can company has announced.

The completely mechanized, modern plant, located on a 57-acre site in the Burgard Avenue industrial area, incorporates the latest in can manufacturing processes and techniques. It is managed by I. J. Olsen, who has had many years experience in the can making industry.

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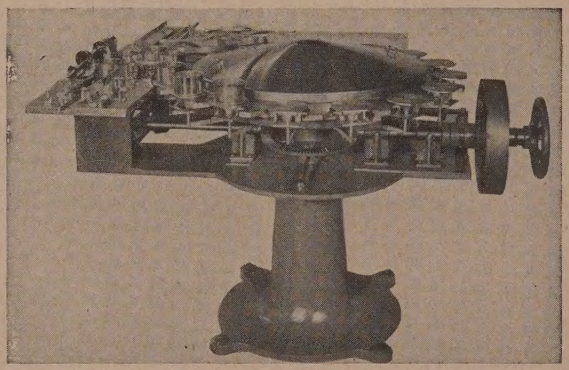

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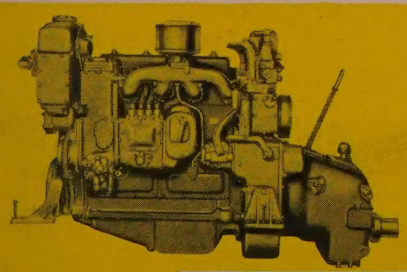
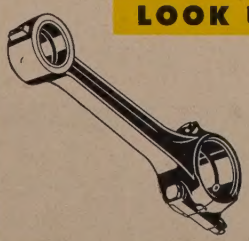


LOOK UNDER THE HIDE



Connecting rods for "Caterpillar" Diesels are made of medium carbon steel, drop forged and heat treated. Of "H" section design, they are rifle drilled to provide oil passage to the piston pin, and to oil-cool the piston. Connecting rods are balanced to close limits. Crankpin bearings are solid aluminum alloy, precision type. Piston-pin bushings are bronze and are precision bored. Look under the hide for built-in quality.

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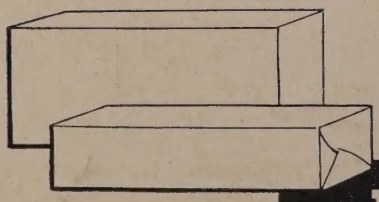

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